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To consider and take action upon all general questions relating to the navigation and carrying business of the Great Lakes, maintain necessary shipping offices and in general to protect the common interests of Lake Carriers, and to improve the character of the service rendered to the public.

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## IMPROVED GERMAN LIFE-SAVING APPARATUS.

Consul-General Guenther, of Frankfort, March 20, 1901, informs the department of a recent improvement in the means for saving life at sea.

It has often happened, says the consul-general, that on account of darkness, life belts could not be seen when thrown to persons who had fallen overboard at night. Buoys with life belts attached and supplied with 8-candle-power electric lights have been constructed heretofore, but their use was confined to vessels equipped with electric-lighting plants, and their heavy weight, requiring three or four men to handle them, was a serious handicap.

The new apparatus weighs but thirty-three pounds and produces a light equal to a 50-candlepower. The buoy is of a globular form, carries from two to four life belts, and supports a long cylinder of sheet tin having twelve compartments filled with carbide of calcium. These compartments are arranged at different elevations. When the apparatus is thrown into the sea, the water passes through perforations in the bottom of the cylinder and, coming in contact with the carbide, generates acetylene gas. Each compartment is connected with a burner by a pipe, proper valves preventing the escape of the gas other than through the burner. When the volume of gas in the cylinder decreases, hydrostatic pressure opens the valves and allows water to enter the next compartment to generate an additional supply of gas. The gas is lighted electrically, and ignition takes place in about twenty-five seconds after the buoy is thrown into the sea. The flame is protected from the wind by glass and burns steadily and with great intensity for three or four hours.

Cleaning and filling the apparatus requires only a few minutes. The cost of a change is about 12 cents.

The advantages claimed for the invention, adds Mr. Guenther, are: First, that it can be used on all kinds of vessels; second, that it may be used for general lighting purposes; third, its cheapness and light weight.

THE Bureau of Foreign Commerce has received from the Tacoma Chamber of Commerce and Board of Trade the announcement that a new line of steamers has been established to ply between Tacoma and Liverpool, via the Suez Canal, touching at Manila and other Philippine ports, all the Straits ports, and those of India, Arabia, Egypt, the Mediterranean, and the Continent. There are nine ships engaged in this line, with a tonnage varying from 4,000 to 11,000 tons.

## PRACTICAL RESULT OF WIRELESS TELEGRAPHY.

Consul-General Guenther, of Frankfort, says that the captain of a channel mail steamer, which is equipped with an apparatus for wireless telegraphy, reports that on his last trip a message was received from the French light-ship, which is anchored about 25 sea miles from Dunkirk, stating that the latter would be unable to light up the next night unless help arrived from shore. The captain at once sent a second wireless message to La Panne, on the Belgian coast, from which point it was forwarded to Dunkirk by the regular telegraph line. From this place, a boat was dispatched to the light-ship and the necessary repairs were made.

Consul Grout, of Malta, notes that recent experiments in wireless telegraphy off the coast there have resulted in the successful transmission of a message 134 miles. While experimenting on a ship in the open sea, he adds, the operators were surprised to receive a message in Italian, asking as to the position of the ship. It afterward turned out that the message came from an Italian war vessel at Syracuse.

## MORTGAGES ON NEW STEEL STEAMERS.

The bonds of the Detroit & Buffalo Steamship Co. having been successfully floated has led the Detroit Trust Co. to consent to become the trustee for two large issues for lake and ocean steamers, and the trust mortgages have been executed and recorded in Cleveland.

The first mortgage is made by the Pioneer Steamship Co. of Cleveland, and covers the new steel steamer J. T. Hutchinson, built for the lake trade. It is to secure an issue of gold 5 per cent bonds amounting to \$210,000, maturing at the rate of \$11,000 a year for ten years ending in 1911. The Hutchinson is 346 feet long and has a tonnage of 3,534.

The other mortgage is made by the Northwestern Steamship Co. for \$55,000, to secure an issue of bonds to the same amount, maturing a part of the principal and interest yearly for ten years. These bonds bear interest at 6 per cent. They cover the steamships Northwestern, Northman, Northeastern, and the Northtown, which will ply between Chicago, Liverpool, and other foreign ports via the Welland Canal and St. Lawrence River.

The Guardian Trust Co., Cleveland, ask for mortgage bonds on the vessels of the Calumet Transportation Co. at 5 per cent. This fleet consists of the two new steamers, G. A. Flagg and Randolph S. Warner, with barges A. W. Thompson and S. D. Warriner, and \$633,000 on the same terms for the six new steamers of the Globe Steamship Co., named Saturn, Venus, Neptune, Jupiter, Mars, Uranus. This investment is advertised to net those putting in their capital 4¾ per cent per annum.

The Federal Steamship Co. has executed to the Detroit Trust Co., as trustee, a trust mortgage for \$280,000 to secure the issue of a like amount of first mortgage 5 per cent. gold bonds maturing in ten years, \$28,000 to be paid yearly. The mortgage covers the steamers William L. Brown and May Elphicke. They are sister ships and were recently completed at the Chicago yards of the American Ship Building Co., and each is 450 feet long with a total tonnage of 6,300.

Improper Stowage—Harter Act.—The provision of the Harter act exempting a vessel from liability for damage or loss to cargo arising from faults or errors of navigation or the management of the ship does not concern the proper stowage of cargo at the port of lading. The Palmas, 108 Fed. Rep. (U. S.) 87.

## NEW GERMAN STEAMSHIP.

The near completion of the new North German Lloyd steamer Kronprinz Wilhelm at the Vulcan Yards, in Stettin, will add another sea leviathan to Germany's merchant marine. The engineering and mechanical details in brief are as follows: Length over all, 663 feet 4 inches; \*beam, 66 feet; molded depth, 43 feet; displacement, loaded, 21,300 tons; measurement, 14,800 registered tons; maximum bunker capacity, 4,550 tons; power, 30,000 horsepower; speed, 23 knots; weight at launching, 8,950 tons.

The entire length of the ship is provided with double bottom, divided into twenty-seven water-tight compartments. Seventeen exceptionally strong bulkheads and one longitudinal bulkhead (in the engine room) divide her hull into as many water-tight compartments. Electrical connections with the chart house show what bulkhead doors are locked or open. The engines will be two quadruple expansion, six cylinders; steam will be supplied from twelve double and four single boilers, capable of working up 30,000 horsepower.

This steamer, in common with all fast German bottoms, is constructed in compliance with certain admiralty requirements, to increase her adaptability as an armed cruiser in the event of war. Steering gear, reserve steering machinery, and rudder are protected and under water line.

The ship's accommodation consists of 214 first-class state-rooms with 604 berths, 102 second-class cabins with 349 berths, bunks for 702 steerage, in addition to quarters for a crew of 522, making a total of 2,177 that can be berthed and fed.

\*The Oceanic is 704 feet long, the Deutschland 684 feet, and the Kaiser Wilhelm der Grosse is 649 feet long.

## IRON ORE FREIGHT RATES.

The following figures give the range on ore from Lakes Michigan and Superior to Lake Erie ports during the season of 1900 and preceding years:

In 1900 the highest rate from Escanaba to Buffalo, \$1.10; lowest, 60c. Highest rate from Duluth to Buffalo, \$1.35; lowest, 60c.

In 1899, the highest rate from Escanaba to Buffalo, \$1.50; lowest, 55c. Highest rate from Duluth to Buffalo, \$2.10; lowest, 65c.

In 1898 the highest rate from Escanaba to Buffalo, 80c; lowest, 40c; average, 51c. Highest rate from Duluth to Buffalo, \$1.00; lowest, 50c; average, 61c.

In 1897 the highest rate from Escanaba to Buffalo, 55c; lowest, 40c; average of wild rates, 45.3c. Highest rate from Duluth to Buffalo, 70c; lowest, 50c; average of wild rates, 57.2c.

In 1896 the highest rate from Escanaba to Buffalo, 75c; lowest, 40c; average, 58c. Highest rate from Duluth to Buffalo, \$1.10; lowest, 60c; average, 85c.

The going rate this year on season and trip charters remain comparatively stationary at 60, 70 and 80 cents. Escanaba, Marquette and the head of the lakes respectively. The new ore shipping port of Michipicoten is steadily increasing its shipments at a rate of 70 cents freight per ton.

CONSUL-GENERAL GUENTHER, of Frankfort, says that, according to experiments conducted by Mr. H. Janssen on Mont Blanc, it is not necessary to erect poles for stringing telephone and telegraph wires in snowcovered countries. If the snow is several inches thick, it serves as a good insulator; the wires can simply be laid down and be ready for transmission of messages. The consul-general adds that similar experiments with equally favorable results were made on Mount Aetna.



## CLEVELAND.

*Special Correspondence to The Marine Record.*

The J. J. Hill landed 7,200 tons of ore at Conneaut this week. The biggest cargo was 7,300, carried last season.

The M. M. Drake is in drydock owing to a collision with the G. W. Roby, Capt. J. R. Preston, at Ashtabula on Tuesday night.

The report that Barry Bros., Chicago, have purchased the Empire and Badger State, now at Lorain, is not verified here by those most likely to know.

Capt. Geo. P. McKay would like masters to keep him posted on how the fog whistle and the lights on the new Southeast shoal light-ship at Pelee Passage works.

It is reported that the executors of the estate of the late Capt. W. S. Mack has placed a contract for a 5,000 ton steel cargo steamer for this season's delivery, at a cost of \$230,000.

The Fourth fixed the ore blockade at Lake Erie ports right enough, and it will take several days to catch up the detention felt through the loss of a day's labor, even at the same rate of shipments, which, however, seem likely to increase.

The steamer Sanilac, Capt. Flood, is under a season charter to the Jenks Lumber Co. and puts in her appearance at this port in regular and due course. Capt. Flood hails from Detroit and is one of the most careful and experienced masters in lake service.

The Cleveland Pneumatic Tool Co. have opened a New York office at No. 15 Cortlandt street, in charge of F. W. McGuire, where samples of their complete line of chipping, beading and calking hammers, the Cleveland long stroke riveting hammers, piston, rotary and breast drills can be seen.

The longshoremen's annual convention is being held in Toledo this week, and all matters relating to dock labor will be taken up. About 350 delegates are in attendance. It is rumored that the slight troubles at Cleveland and Erie may be handled so as to effect all ports until the union demands are met.

Although there has been some talk about lake engineers joining the longshoremen's union, such a proceeding is strongly denied by one of the engineers best acquainted with the situation. He says such a step would be antagonistic to the principles they are organized under and would not be generally endorsed.

The following meteorological observations are furnished by the office of the U. S. Weather Bureau for the week ending July 10th: Prevailing wind directions during the week, north; highest velocity 51, north-west at 11:45 p.m., July 10th. Mean temperature for week, 72; highest temperature, 90, on July 5th; lowest, 58, on July 10th. Sunrise and sunset data, computed for local time at Cleveland, July 12th, sun rises 4:35, sets 7:37; July 15th, sun rises 4:37, sets 7:34; July 18th, sun rises 4:40, sets 7:32.

Mr. Norman B. Conger, marine agent and inspector U. S. Weather Bureau, circled among the marine interests of this port on Tuesday, leaving for Buffalo the same evening. Credit is due Mr. Conger for establishing many of the aids to navigation granted by his department to the lakes. Mr. Conger said that every possible attention was being paid to the lake marine interests in so far as the Weather Bureau could properly reach, and that the data gathered during the past few seasons is being made available and will be of increasing value in the future.

Drake, Birtow & Co., who operated the steamer John W. Moore, on a charter last season, were libeled by Mrs. Rose, Kelly, of Cleveland, and Mrs. Mary R. Ives, of Sandusky, in the United States Circuit Court. The husbands of both women were drowned by the sinking of the schooner Richards in the Detroit river in July of last year. It is claimed that the sinking of the schooner was due to the carelessness on the part of the crew of the steamer John W. Moore in crossing the path of the schooner. Mrs. Kelly wants \$5,000 damages and Mrs. Ives wants \$10,200.

Rear Admiral N. H. Farquhar, U. S. N., chairman of the Light-House Board and recently in command of the North Atlantic squadron, reached this port last Sunday on the

light-house tender Haze, Capt. John Baxter. Admiral Farquhar is touring the entire lake districts more for observation than as an official inspection of the light-house service. There is no branch of the government service better taken care of than that of the light-house department as it pertains to the lake districts. Incidentally the Admiral spent a few days taking in the Pan American at Buffalo.

The Bassett-Presley Co., the well known dealers in manufactured iron and steel for marine and stationary uses, also the Acme shafting and a number of other high quality specialties, have moved their general offices from Merwin St. to a commodious and elegantly furnished suite on the 5th floor of the Western Reserve Bldg., numbered 512 to 518, corner Water and Superior Sts. The senior member of the firm is a son of the late Capt. Bassett of American clipper ship days and later of the South street, New York, business firm of that name. Mr. Presley's name has only to be mentioned to resuscitate a host of recollections among those doing business at Ohio ports in the shipbuilding line. Both gentlemen, I am pleased to say, don't show a day's age older in the business wear and tear of the past decade and there is no better house doing business in the country.

Perhaps Lieut. Dovale of the Ohio Naval Reserves will not swear by assistant engineer Blunt's survey of Toledo harbor after this, though he may at it. Toledo harbor improvements, straight channel and dredging is Blunt's masterpiece, there never was such a harbor or an engineer assistant to the U. S. Corps of Engineers. The U. S. training craft Hawk had embarked the Toledo Naval Reserve Corps and left there in a blaze of glory, bound for the annual picnic camp at Put-in-Bay, or rather tried to leave, but she stuck her nose into one of Blunt's lines of bearings and neaped about a foot. Equal to the occasion, however, Blunt was on hand with the department tug Visitor and the U. S. S. Hawk, stern to the U. S. S. Visitor, see-sawed until released. Mr. Blunt warned everybody last week to keep within the row of stakes in the straight channel, and put a light on the outer stake of each line or row, but as it appears, all to no purpose. It will now be in order to drive the stakes closer and hang Chinese lanterns of variegated colors on the head of each and on both sides, marking out a kind of a midway in the straight (?) channel. Mortals sometimes rush where other mortals fear to pilot, so for the future, it ought to be a case of "Ware Hawk" when Dovale is pointing in, on or around Toledo's straight channel, or if he can't wear, then stand by to tack, boxhaul, clubhaul or get her short round on her snout instead of her heel, any old way to keep clear of that penalty for fouling the boys.

## DETROIT.

*Special Correspondence to the Marine Record.*

The Gladiator broke her rudder and lost her raft in the blow Saturday night off Pointe aux Barques. She got into Harbor Beach for shelter.

The wreck of the steamer Baltimore is in 22 feet of water  $1\frac{3}{4}$  miles off Au Sable pier light, a small white light is shown 7 feet above water at night.

The old schooner Ishpeming, Capt. Hiram Henderson, master and owner, was here this week for repairs to her rudder. She was built in Detroit in 1872 and is still on her first letter valued at about \$5,000.

The twin-screw propeller Northwest, Capt. G. A. Minar, walked through the Ashley & Dustin dock on Monday night while trying to make a landing. She was harder than the dock so received no visible damage. The dock can be put in shape again for about \$250.

Messrs. Powell & Mitchell, Marquette, Mich., have the contract for stripping and mining for the Clergue interests at their Helen iron mines in the Michipicoten district. This season it is expected to mine about 250,000 tons of iron ore. There is now exposed a 60 foot face of a hard, hematite ore.

Anthony T. May, Detroit, has purchased the small steamer Emerald from Charles C. Ryan, Buffalo. She was built in Marine City in 1871, is 140 feet long, 30 feet beam and has a gross tonnage of 305. Terms of sale are private. She has an insurance valuation of \$9,000 and rates A2½ in Inland Lloyds.

Admiral Farquhar, U. S. N., reached here on Wednesday in the light-house tender Haze and after spending a few days in this district will proceed to Duluth. The Admiral expressed the usual surprise of all visitors at seeing the continual stream of large, high-classed steel steamers bearing the commerce of the west as they passed up and down Detroit river. The commerce of the lakes is a revelation to all except the permanent residents.

The small steamer Myrtle Ross will be sold under the hammer by the United States marshal at Port Huron, to satisfy a wrecking bill of \$300 against the boat in favor of Henry McMorran. He raised the boat from the bottom of Lake St. Clair last spring. She formerly belonged to A. T. Knowler, of Detroit.

The Harlem was sold at auction in front of the custom house Port Huron on Wednesday for \$110,000. She was bid in by Wm. Jenks, manager of the Jenks Ship Building Co. The Harlem was formerly in the Western transit line, and was wrecked on Isle Royal two years ago last winter. She was released by the Thompson Towing Co., of Port Huron, and rebuilt at Toledo.

It hardly seems credible, but the report has been widely circulated that the old barge Maria Martin, built at Cleveland in 1866, is to be given a rebuild and converted into a tow barge. Capt. Dorrington, of this port, is her owner and he has picked out her second hand boiler also the consorts that she is to try to tow. Dorrington, however, will probably think again before spending his money.

The steel steamer Colonel, built at the Wyandotte yards of the Detroit Ship Building Co. for Detroit parties, will be launched at noon Saturday. The steamer is 376 feet over all and 50 feet beam. As soon as this boat is in the water the keel of the first Detroit and Buffalo line boats will be laid. The first of these boats will be launched in November and the second a month later. This will give the builders time to get the cabins completed by the opening of navigation next spring.

Towing services on the lakes sometimes get a chance of being fairly well paid, for as witness, the release this week of the Waverly, Capt. D. Kirby, from her stranded position at False Presque Isle, Lake Huron. The 600-ton craft Boscobel, owned by the Saginaw Bay Towing Co., took the contract, no cure no pay, if successful \$600, and floated the Waverly in about one hour. The Waverly stranded while trying to release the Venus, Capt. W. C. Butts, afterwards floated by the tugs Favorite and Ralph, both steamers belonging to the Gilchrist fleet.

Only one bid was received for building the new light-house tender which the department will have constructed this winter. This was from the Jenks Ship Building Company, Port Huron, and was for \$107,750.45. The amount of the appropriation was \$115,000, and Captain Warren, United States Engineer, stationed at Milwaukee will forward this bid with the recommendation that it be accepted. When completed the new tender will operate from Milwaukee. The fact that but one firm thought it worth while to bid on the tender is an indication of the outlook for new ships in the yards on the lakes during the winter.

Secretary-Treasurer Henry C. Barter, of the International Longshoremen's Union read his annual report before the convention now in session at Toledo. One of the most important features of the report consisted of a recommendation that steps be taken to extend the organization by taking in the marine engineers, the seamen and all other sailing workers. This matter was brought up on Tuesday and a special committee was appointed to investigate the proposition and submit a recommendation. Whether the engineers have made application for admission as a body or suggested such to Mr. Barter is not known. If there is a general union the wishes of any one line of work will be the desire of all and traffic can be stopped in short order if necessary until all proper demands of labor are complied with.

What is this I hear about the Naval Reserves at Put-in-Bay? I hope not a word of it is true, but the same report cropped out last year and it now looks as if the boys cut loose after drill, also when the shades of eve were falling, some of the Eves from the Hotel Victory. Of course boys will be boys all right, nor can girls be changed very much, but there is no sense in taking charge of the Island, or if so, it ought to be done in a spirit of unconstrained jollity and fun. Island police? Well! they're not in it, unless they capture a straggler, this they accomplished last season but the door of the calaboose didn't stand long enough against the attacks of a battering ram for the youngster to cool his heels, so there was no more cooler. It will go hard if the corps is landed at a Lake Erie Juan Fernandez next season, the man Friday and his goats would have to look out, or p'raps be bounced; however, there ought to be no terrorizing, and all escapades should be carried out decently and in order, just as usual. At the same time "Jack ashore" is a dandy, and he wouldn't be worth powder enough to raise a cloud if he wasn't.

## DULUTH-SUPERIOR.

*Special Correspondence to the Marine Record.*

Ashland is slipping right into the lumber trade with a record of loading 5,000,000 feet, valued at \$70,000, in one day recently.

The Alger Smith raft of logs from the Pigeon river containing eight million feet in tow of the Gettysburg, on Monday morning, after a full week's tow, coming along at the rate of about one mile an hour.

The big sale made by the John O'Brien Lumber Co., reported June 25, was in part to the Cleveland Lumber & Saw Mill Co. Norway boards are now quoted at \$10.50 to \$13 per M feet, according to quality and grade.

A dispatch from Madison, Wis., says that the government will pay property owners along the water front of the Duluth-Superior harbor \$40,000 for damages to their property in the extension and improvement of the harbor.

Capt. Joseph Kidd, representing the owners and Capt. C. M. Davis, of Milwaukee, for the underwriters, held a survey on the damage to the steamer Rees through a collision with the schooner Maia, at Two Harbors, last week. Capt. Kidd also superintended the temporary repairs made on the Maia.

The steamer Sicken, Capt. John Kuhn, owned by M. Sicken, Marine City, lost her propeller shortly after leaving here on Friday last and was towed to an anchorage by the Argo, Capt. Geo. Cottrell, owned by the Fisher & Wilson Co., lumber dealers, Cleveland. The Sicken afterwards proceeded on her tow.

There is a little uncertainty yet about some of the lumber cargoes being shipped at \$2.25 according to shippers' statements; on the other hand the vessel brokers hold strongly to the \$2.50 rate. As I stated a week or two ago it is likely that vessels in the control of lumber shippers are booked at the 25 cent less rate but that free tonnage charters at the \$2.50 rate easily enough.

Powell & Mitchell have a contract on government work at Two Harbors which comprises 450 feet of construction on the breakwater. A 50 foot crib was placed this week and the last crib of similar size will soon be ready. After that 300 feet of superstructure will finish the work, which represents a contract price of \$37,000. The entire contract will be finished the last of this month.

Ashland now admits the \$2.50 rate flat on lumber and even talks about a \$4 freight in the fall. During the past two weeks the Edward Hines Lumber Co. Chicago, has sold 20,000,000 feet of white and Norway pine at good figures to eastern buyers, about 3,000,000 feet of this is at Superior and Marinette and the stock is being shipped as regularly as possible. Other dealers are also making large sales and there seems to be an abundance of lumber to go forward.

The canal sized steamer Paraguay, Capt. P. A. Rand, is now in the ore trade and while it is considered a cruel cargo for a vessel to carry in a seaway, she will probably show less wear and tear than when she was toting sugar from Porto Rico to New York. Lake owners seem to have somewhat burnt their fingers in dabbling with the coast trade, not to speak of crossing "the pond," and are only too glad to get their vessels back to smooth and protected waters. Capt. Wolvin is managing owner of the Paraguay.

A fireman employed on the steamer Zillah complained to United States Commissioner Pressnell last week that Capt. Canardey, the master of the boat, had discharged him and refused to pay his wages. The fireman said that he had left the steamer by permission of the engineer, in whose department he was working, to come up town, but was unavoidably delayed in getting back. When he did return the captain told him that he could stay away altogether, and intimated that he could whistle for his money. After learning the circumstances the commissioner told the man that it was impossible for him to recover his wages by law, because he had not obtained his permission to leave the boat from the captain. Of course he had it from the engineer over him, as that is the usual custom of most boats, and he thought it was all right. Commissioner Pressnell explained, however, that the law does not recognize any person on a boat except the master, and unless a man has permission to leave the boat from him, the latter, if unprincipled, can take advantage by discharging the man for leaving the boat, and then refusing to pay what he has coming, regardless of the amount, and the law is so framed that he cannot be prosecuted. Commissioner Pressnell reports that he has a great many complaints of that kind, where men get shore leave from the heads of their department, and the master takes advantage of the law by discharging and beating them out of their hard-earned money.

## BUFFALO.

*Special Correspondence to The Marine Record.*

Slight damage was done to the City of Erie by the Western Liner Hudson, in the river here on Wednesday. The Erie left on her usual time.

There is nothing but a busy time ahead from this to the closing of navigation, grain is being handled in first rate shape and coal shipments will soon have to live up.

It is rumored that the City of Buffalo walked past the North Land on Tuesday morning, in any case, the side-wheeler passed the twin-screw boat and reached here about half an hour ahead of her. The crews are not saying a thing.

Tonawanda is more than receiving lumber, 21,000,000 feet being the record for last week, and it is being shipped east by canal as fast as the boats can take it, but not fast enough to prevent a blockade and detention of lake vessels. This latter feature is now the crying evil, with receipts still piling up.

Traffic through the Erie canal shows up well for the year. During the first seven weeks of the present season it carried 915,732 tons of freight, or 60,000 tons in excess of the corresponding period of last year, and the talk is now of building new boats. The bulk of the cargoes is wheat, and everything that can float is being pressed into service, although, of course, they have to deliver their cargoes in good order and condition, still, the oldest can carry lumber all right.

It can't be called desertion, but the crew of the tow barge C. H. Burton quit after signing articles at Tonawanda. Walking delegate of the seamen's union told them the wages were 12 shillings, they had signed for 10, hence the kick. The master, Thomas McDermott, floated around here talking three months' jail, but it is not likely that any steps will be taken looking towards the arrest of the kickers, when other men, or the same crew, can be shipped again at the 12 shilling rate per day.

Next week we are to have the fleet of the naval reserves here, viz: Michigan, Yantic, and Hawk. There is life enough aboard that flotilla to capture a dozen Manilas, Spanish, or any other old fleet. The trident of Father Neptune will for the nonce be useless in maintaining order and the sea god will have much to answer for in turning his children loose on the Pan-American. If the Buffalo gals get out, they'll come, be saw and be conquered, while swearing that they'll never give up the ship when they meet the enemy.

A model of the Lidgerwood-Miller marine cableway, 35 feet long, is on exhibition at the Pan-American Exposition in the Ordnance Building, and illustrates in a very realistic manner the method by which vessels can be coaled at sea. The model shows the operating winches on the warship just as they will be installed on the battleship Illinois, for which the Lidgerwood Mfg. Co. has recently been awarded contract. The cableway is shown in operation and the model is so contrived that an electric motor causes the collier to pitch, thus demonstrating the method of operating the cableway in spite of the relative motion of the ships.

The July supplement of the Inland Lloyds register gives the following valuation of new tonnage: Gilchrist, \$210,000, 2,871 gross tons, owned by J. C. Gilchrist and others, Cleveland; Lake Shore, \$210,000, 3,871, owned by J. C. Gilchrist and others, Cleveland; Charles S. Neff, \$90,000, 1,008 tons, owned by Samuel Neff & Sons, Milwaukee; Frank H. Peavey, \$275,000, 5,002 tons, owned by Peavey Steamship Co., Duluth; George W. Peavey, \$275,000, 5,002 tons, owned by Peavey Steamship Co., Duluth; two barges for pulpwood trade, built by James Davidson, of West Bay City, and owned by Frank Perry, of Sault Ste. Marie, are rated Br.

The lamp in the big flashing lens on exhibition in the government lighthouse exhibit revolves by clock work, operated by weights, and shows one red and two white flashes at each revolution. The lamp is fed with kerosene oil, which is forced from a reservoir in its base by air pressure. Heretofore, the oil has been forced to the burner by weights, but the present method has been found cheaper and more effective. The lamp which gives the light is of 163 candle-power, but that is increased by the lenses to a grand total of 25,000 candle-power. The lenses weigh nearly a ton and cost \$2,500. At the close of the exposition they will be placed in the Toledo light-house.

There is considerable talk of the lake engineers joining the longshoremen's union and that a petition to that effect has been presented to the convention now being held in Toledo. The few engineers I have talked to say it is a good move, others have no use for the connection, and one or two had nothing to say one way or the other, but would do

whatever the majority thought best. However this may be, the International Longshoremen's Union decided on Wednesday to extend its jurisdiction and take in the marine engineers, giving them a charter to come into the Longshoremen's Union the same as all other locals belonging to that union. This report was accepted by the entire committee and also the convention.

The Northwestern from Liverpool for Chicago, via Montreal, is due here to load borax and salt for Chicago, though she will bring along some mica as cargo. She left Chicago in April and Liverpool June 15, so her passage back will be about 30 days. The Northman has also reached Montreal after a passage of 19 days from Antwerp. The engineer says that the Dutch coal he had was no good to make steam, but as a fact the little boat is out of her class in attempting to use the Atlantic. They can practice, however, in using anti-corrosive and anti-fouling composition on their shell plates so as to show the effect between salt and fresh water, etc. Their shipping articles will no doubt show any number of changes in the crew list.

The life-saving crew at the Exposition has been drawn from around the lakes, only one of the men coming from a coast station. The complete roster is: Lieut. C. H. McLellan, inspector and United States life-saving expert, in charge; Capt. H. J. Cleary of Marquette, Mich., in command of crew; Jacob Van Weelden, Grand Haven; D. K. Mulcahy, Cleveland; Robert Oliver, Sand Beach; Peter Enright, Sandy Point (Block Island Station); George J. Engler, Fort Niagara; Hugh Harity, Erie; Earl Hungerford, Big Sandy; Thomas Polkey, Marblehead; John Hurd, Buffalo; Frank Johnson, Holland. Capt. Cleary who has command of the crew, is a fair personality of the kind of men in the service. He has been twenty-one years a life-saver, beginning when a lad of 18, and has had charge of a station since he was 22 years old. For the past ten years he has been keeper of the station at Marquette, on the south shore of Lake Superior.

Here is a Detroit item sent out by the Marine News Association, Chicago, that would draw a smile from the vegetable cook of Ossian Bedell's ferry boat. "Buffalo Dredging Company's dredge No. 1, that has been working at Ballard's Reef, is here for general repairs and will be out of commission a week. The steel mast supporting the crane was broken while the dredge was moving a boulder weighing twenty-five tons, and a new mast will be installed. Repairs will cost \$2,000." A few issues ago the RECORD pointed out the incongruity of putting this class of lake tonnage in and out of commission, or in ordinary. In the foregoing we get a dredge out of commission for a week to install a new spar and incidentally for general repairs. Everything afloat is busy at work and marine items are scarce but the Marine News Association editor must have had his head in the clouds when he ordered all of the lake dailies to get a dredge out of commission to install a new mast.

## FLOTSAM, JETSAM AND LAGAN.

Steamers report having encountered heavy snow squalls on Lake Superior during last Friday night and Saturday.

A movement is on foot to secure a congressional appropriation for widening and deepening Green Bay harbor. The sum of \$100,000 will be required.

While en route to Racine from Marinette the schooner Ottawa was twice struck by lightning, but not damaged. Her master, Capt. Griffith, was rendered unconscious for a time.

Capt. Duncanson, of the steamer Ira H. Owen, reported at Sheboygan that he passed a white-bottomed boat in the lake ten miles northeast of that port. This undoubtedly is the boat passed by the Lehigh Valley liner Saranac last week outside of Racine North Point, or Wind Point, as it is commonly called.

Capt. W. J. Harlow reports that of 1,003,000 feet of hemlock lumber which the steamer Preston had on board when she was prematurely abandoned on Lake Superior about 800,000 feet were saved. The steamer lies on the bottom in Port Caldwell, her bow in thirteen feet of water and her stern in eighteen feet.

The steamer M. S. Dollar, first vessel built by the New York Ship Building Co., has been purchased by a number of Pittsburg capitalists who are interested in the United States pipe line. Arrangements have been made so that the Dollar, immediately after her trial trip, will be converted into a bulk oil carrier, suitable either for the local or European trade. The contract price of her construction was \$140,000. The Dollar will make the second vessel purchased recently by the independent shippers, the first being the bark Matanzas, also a bulk oil carrier.

## THE U. S. STEAMBOAT INSPECTION SERVICE.

In a "special" to the Philadelphia Ledger, dated Washington, June 21, James A. Dumont, U. S. Supervising Inspector-General of Steam Vessels, expressed in an interview in that city, "with great candor and much regret," the opinion that travelers on ferry-boats in New York harbor are exposed to great danger through inefficiency of properly placed life preservers, and that this evil could not be lessened until Congress performed a long neglected duty and amended the law.

"The attention of the press and the public," said Inspector-General Dumont, "to the danger thousands of passengers are subjected to on ferry-boats has been attracted by the collision which sunk the Northfield. The attention of this Department has been aroused to it for many years. The laws of inspection under which we are forced to act are archaic.

"What we need is a complete revision of the law. In the absence of specific statutory enactment public sentiment is the only thing that controls it. But we have not so far been able to get any laws passed.

"We have also been defeated in our efforts to take ferry-boats that make trips of five miles or more out of the ferry class and call them passenger steamers. This would seem to be particularly needed in the case of the Staten Island ferry-boats and the so-called Bay Ridge ferry-boats. Until we can get that law amended these boats can carry any number of passengers they like. They supply life-preservers for the 'average' number of passengers—and that only as a concession to the public."

If Inspector Dumont is as correctly as he has been widely quoted, the entire service is not only useless in its executive duties but also in an advisory capacity, and a nonentity in the eyes of Congress as well as the Secretary of the Treasury. Congress after Congress is now charged with the onus of a long neglected duty.

## LAUNCH OF THE STEAMER ALGOMA.

The steel ferry steamer Algoma, built for the Sault Ste. Marie Ferry Co., was successfully launched on Saturday from the Polson shipyards, Toronto. The ceremony of naming the vessel was performed by Miss Gertrude Perry. The boat is three-decked and will accommodate 600 passengers and cost when complete about \$50,000. She is a screw steamer, 104 feet in length, beam of hull 26 feet and beam over guards 33 feet, draft 10 feet. Machinery, fore and aft compound, jet condensing engine, cylinders 18 and 36 inches in diameter and 24 inch stroke, having Scotch type boiler 11 feet in diameter and 12 feet long, for 160 pounds working pressure. The Algoma will leave for Sault Ste. Marie in about two weeks, where she will be placed in service between the Canadian and American "Soos." Side by side with the Algoma lay the largest dredge in America, the government dredger J. Israel Tarte. She will be launched in August and will be used on the lower St. Lawrence. The Tarte is 160 feet long and 42 feet beam and draws 12 feet 6 inches of water. She has a well in the center through which her suction pipe is handled. The pipe can be dropped 70 feet if necessary and be hauled up into the well when the dredge is moved. The dredge is equipped with triple expansion engines of 1,100 h. p. to operate the pipe, and is capable of discharging 2,000 cubic yards of dredging in an hour. The pipe is operated with a centrifugal pump 15 feet in diameter. The engines are supplied with steam by four locomotive boilers 6 feet in diameter and 20 feet long. The dredge is built entirely of steel plates of extra heavy weight and will class 10 per cent. above the requirements of English Lloyds.

## LIFE-SAVING STATIONS, TENTH DISTRICT.

SUPT. E. E. CHAPMAN, BUFFALO.

The following is a list of the location of life-saving stations, with the names of keepers, in the tenth district. The number of the district was changed last year from the 9th to the 10th.

Buffalo—Capt. W. W. Griesser, Buffalo, N. Y.  
 Fort Niagara, N. Y.—Capt. Myron Clemons, Youngstown.  
 Ashtabula, O.—Capt. F. E. Walworth, Ashtabula, O.  
 Point Marblehead, O.—Capt. D. C. Griesser, Marblehead, O.  
 Charlotte, N. Y.—Capt. G. N. Gray, Charlotte, N. Y.  
 Big Sandy, N. Y.—Capt. Wm. Hagedone, Woodville, N. Y.  
 Oswego, N. Y.—Capt. F. W. Anderson, Oswego, N. Y.  
 Erie, Pa.—Capt. A. P. Jansen, Erie, Pa.  
 Fairport, O.—Capt. N. M. Rasmussen, Fairport, O.  
 Cleveland—Capt. Motley, Cleveland, O.  
 Louisville, Ky.—Capt. Wm. Devan, Louisville, Ky.

## STATISTICAL REPORT OF LAKE COMMERCE.

THROUGH CANALS AT SAULT STE. MARIE, MICHIGAN AND ONTARIO, FOR THE MONTH OF JUNE, 1901.

EAST BOUND.			
Articles.	U. S. Canal.	Canadian Canal.	Total.
Copper, net tons.....	12,863	2,786	15,651
Grain, bushels.....	1,047,837	619,920	1,667,757
Building stone, net tons...	5,954	260	6,214
Flour, barrels.....	594,903	360,865	955,768
Iron ore, net tons.....	2,283,785	878,197	3,161,982
Iron, pig, net tons.....	3,597	4,667	8,264
Lumber, M. ft. B. M.....	154,455	5,525	159,980
Silver ore, net tons.....	.....	.....	.....
Wheat, bushels.....	2,310,724	1,111,078	3,421,802
Genl. Mdse., net tons.....	4,336	954	5,290
Passengers, number.....	1,585	1,997	3,582
WEST BOUND.			
Coal, hard, net tons.....	62,558	27,097	89,655
Coal, soft, net tons.....	426,216	196,109	622,325
Flour, barrels.....	.....	.....	.....
Grain, bushels.....	2,800	10,000	12,800
Man'd iron, net tons.....	14,167	6,850	21,017
Salt, barrels.....	59,465	13,940	73,405
Genl. Mdse., net tons.....	59,831	16,337	76,168
Passengers, number.....	2,003	1,583	3,586
Freight:			
East bound, net tons.....	2,712,284	986,489	3,698,773
West bound, net tons.....	571,736	248,566	820,302
Total freight, net tons.....	3,284,020	1,235,055	4,519,075
Vessel passages, number..	2,365	832	3,197
Reg'd tonnage, net tons...	3,124,714	850,678	3,975,392

Compiled at St. Mary's Falls Canal, Michigan, under direction of Lieutenant Colonel G. J. Lydecker, Corps of Engineers, U. S. A. Joseph Ripley, Assistant Engineer and General Superintendent.

## FISHERWOMEN'S COURAGE.

That is a fine tale of womanly courage and presence of mind that comes to us from the other side of the Atlantic. Runswick Bay is a quaint little fishing village in a cleft of the Yorkshire coast, and last month the fisherwomen showed of what metal they were made. A great storm came up, so that the fishing boats that were all out at sea were unable to make the shore; indeed they were beaten back by the huge waves that thundered on the beach. Unfortunately all the crew of the life-boat, from the coxswain down, were out with the fishing boats, so that it seemed that all must perish if the lifeboat were not got out in some way or other. The women took the matter in their own hands, got a scratch crew of old men and boys from the village, and themselves, wading out into the terrible rolling surf, launched the boat from its carriage. Drenched to the skin, they remained on shore till every man was safely landed, and after this splendid bit of work, marched off, we are told, to their red tiled cottages on the cliff, on their husbands' arms.—The Chronicle, Quebec.

## FOR THE PURPOSE OF IDENTIFICATION.

Mr. H. E. Bristol, East Tawas, Mich., in giving a description of the unidentified bodies washed ashore from the wreck of the Baltimore lost in that vicinity says:

The watchman was about 40 years of age, hair dark mixed with grey, 5 feet 8 or 9 inches tall and a member of the I. S. U. of A. The fireman was apparently a German, 6 feet tall, light hair, 25 to 30 years of age and well built, also a member of a union.

One had tattoo mark on hand showing initials A. G. M., and the other the American ensign over clasped hands and initials B \* B over a double heart on arm.

Three bodies have not been identified up to the present.

Shipping—Charter Party—Change in Contract by Master—Bill of Lading—Liability of Owner.—Where a charter party provides a certain freight rate, the master of the vessel cannot change such rate in the bill of lading by inserting an increased rate for the purpose of collecting such higher rate from the consignee for the benefit of the consignor, and the owner is not liable to the consignee for failure of the master, who executed such a bill of lading, to collect the increased rate from the consignee. Randall vs. Brodhead, 70 N. Y. Supp. 43.

## FOR EMPLOYERS OF SEAMEN.

COMMUNICATED.

How shall the best workmen be retained in the merchant service and dissuaded from enlisting in the service of its rival employer, the Navy? Here is some argumental information which every employer of seamen can verify from public documents, many of which are accessible in the great libraries of the larger seaport and lake cities:

From the time of the ancient English "Magna Charta" down to that of the American Revolution, even the most stupid of thinkers have been able to perceive that no innocent person is safe against false charges and mistaken conviction unless he is furnished with the accusations against him. The Bastille was overthrown in 1789 because its prisoners were arrested on lettres de cachet and held without any specific knowledge of the charges against them. And in 1800 the American Congress put this constitutional principle in statute form for the Navy, providing that naval captains should furnish their prisoners not merely with a copy of the general and perhaps vague "charges" against them, such as "disobedience," etc., but the "specifications" of where, when and how such "disobedience," etc., occurred. This rule was re-affirmed in 1862 on the occasion of Gen. Stone's long Bastille-like arrest at Ft. Lafayette, deplored in Blaine's "Twenty Years in Congress," when the law was so amended as to control not only captains but the highest officers, including even the Secretary of the Navy and the President. It is now found in Art. 43, sec. 1624 R. S., where the accused person will be seen to be protected from convictions on charges withheld from him during his antecedent confinement, by a prohibition of trial on such charges.

Yet in the printed Navy Regulations, represented as issued with President McKinley's approval, Mar. 28, 1900, it will be found that no person in the Navy who is arrested and held for trial by court-martial may be given information of the accusations on which he is held in jeopardy of perhaps death, unless he is an officer. (Art. 1078.) That is, commissioned officers are given opportunity to prepare for trial, preserve ephemeral evidence, etc., while seamen are not. The statute is not openly disobeyed, in terms; at least Art. 1078 does not admit that the withheld charges are "charges," naming them "reports," or "accusations," forgetting that other regulations have already confessed that the "information" required by the fundamental principle of American law to be given a "person deprived of liberty" was not to be withheld or given at pleasure according to the name the jailer chooses to give it. (Art. 1074-1076.)

President McKinley is represented as upholding this Bastille. Whose fault is it? In 1880 a captain in the U. S. Marine Corps induced Congress to pass a deftly worded act, which purported to "authorize" the President to get another assistant in the shape of a "Judge Advocate General of the Navy," to be appointed "from the Navy or Marine Corps;" but which slyly added that the duties theretofore performed by the President's counsel for the Navy Department should be performed, if performed at all, by the gentleman occupying the new "soft billet." Since that time the President has been prohibited by Congress, substantially from choosing his own advisers, so far as the Navy Department is concerned. This is more fully shown in a jocular book called "Queer Doings in the Navy," by Asa Mattice, formally endorsed by Engineer-in-Chief Melville. It is full of friendly banter, speaks of the Secretary of the Navy as being spider-webbed in an impenetrable "ring," of which the real "boss" is "an apt disciple of Ananias." Instead of a healthy balance-wheel of a civilian, as maker of regulations, prosecutor and reviewer of naval trials, the legislative, judicial and executive functions of the Navy Department, are, certainly under any Secretary who may happen to be decrepit, supine, obstinately weak, etc., dangerously concentrated in the supervisor of million-dollar contracts, who has more than one motive for being the reverse of disinterested. This is the official upon whom naval seamen must depend for justice, while seamen in the merchant service have the charges against them reviewed by civil courts.

Is this regime honest? Are merchant sailors safe in enlisting under it? I give no answer except quotations from records which can be verified. Many suits for pay taken by court-martial are pending in the Court of Claims. If successful, the attention of Congress would doubtless be so emphatically called to the bad policy of the statute, that the President would be given a chance to get a more competent adviser. It was believed at the Navy Department that if hope of winning a certain particular case, No. 17643, was destroyed, the effort to protect naval seamen against unfair trials must cease. The evidence in that case was such that a very slight fabrication in the record of the trial (hidden in the archives of the Navy Department) might defeat the right to recover. On May 2, 1898, the Judge Advocate General wrote that the claimant in this case should not be permitted to inspect this record, on the ground of its being "a departure from the usual course pursued by claimants in such cases." (See letter "Secretary of the Navy, No. 2604-98.") In a subsequent letter, dated Feb. 2, 1899 ("No. 646-99"), he refused claimant's attorney the right to inspect it, on the ground that to grant such a right was "unusual." On Feb. 7, 1900, the Senate

having threatened to pass a law compelling the right of inspection of court-martial records, which an Attorney General had declared so necessary to the safety of life and liberty (II Op. 137, 138), the same official wrote a vehement protest that the law was unnecessary, because, he said, "it has been and is the rule, from which no departure is made, to hold court-martial records subject to free and unrestricted examination by all persons who, as principals, authorized agents, or otherwise, have a legitimate interest therein."

Even in solemn "replies" to the Court of Claims, he had betrayed that attorneys were not given the right to scrutinize the judgment records of naval courts of the United States.

Had he any reason for concealing the record in case 17643? The sentence to loss of pay in that case was not authorized unless the statutes allowed a court-martial session on May 24, 1886, on which day claimant was tried. Under Art. 39, sec. 1624 R. S. a court-martial was "summoned" at one of two alternative times, both of which were comprised within May 22, 1886, on which day the court found it "practicable" to meet. For a court-martial to have assembled either 10 years after or two days after May 22, 1886, one of two things had to be done: either a new summons had to be issued, or the old court's life had to be prolonged by the daily sessions, active work and non-dispersal of jury commanded by Art. 45, sec. 1624 R. S. If the Judge Advocate General of the Navy did not know this, the first three paragraphs of a "call" made by the Court of Claims July 8, 1898, for information as to the contents of this record told him so. After deliberating nearly half a year he concluded that it was safe to reply, as he did on Dec. 2, 1898, to the Court of Claims, that the convening on May 24, was "pursuant to adjournment" of May 22. In doing so he had forgotten that an old certified copy of this same record had been furnished by the Department to the claimant in 1887, which revealed that the reply of 1898 was false, or that the original record had been fraudulently altered.

The initials on this reply, "F. B. C.," showed that it was drafted by a clerk then a temporary appointee. On June 15, 1889, F. B. C. was, through a Civil Service examination, rewarded with a permanent appointment. The questions for his examination were made up at the Navy Department. Among them was a list entitled "Common Law." It counted highest and consisted of ten questions. This was one of the ten: "What stamps are required by the war revenue act of June 13, 1898, to be placed upon bonds for the execution of any office, and of those accompanying contracts, and what stipulation is required by the act of August 13, 1894, of the sureties upon bonds accompanying contracts for public work?" Such a question would put up the standing of a candidate who had been dishonestly notified of it beforehand. Having nothing to do with "Common Law" there can be no doubt that it was intended to lower the standing of the candidates opposed to "F. B. C." Since then "F. B. C." has been put high and dry beyond reach of a wave of exposure by being placed on the "retired list" of the Navy by a special act of Congress. (Act of Mar. 3, 1901, — 886.)

During the half year above mentioned in 1898, as appears by General-Court-Martial Order 68 of 1898, these gentlemen had under consideration the very question involved in determining the validity of the sentence in case 17643. In this G. C. M. C. 68 of 1898 the question was, could officers meet on the supposition that they were constituting a court-martial, believing that they were duly summoned, when a summons had in fact been issued, and have their action afterwards ratified by the official who could and would have convened them? This was decided against by the Navy Department and the Attorney-General in this period in 1898; both held, with the Supreme Court in 95 U. S. 728, that the jurisdiction of the Court depends upon facts existing at the time of its session and not upon what may occur subsequently. (22 Op. 137.)

The whole proceeding is analogous to that of the secret dossier in the Dreyfus case. Is it the duty of every patriotic citizen to dissuade worthy men from enlisting under or supporting a rule of this character? How else is it to be corrected? If Secretary Long, more honest than Secretary Belknap, condemns the supervisor of the million-dollar steel contracts, he has not shown his desire to avoid sharing with the latter whatever obliquity there may be.

Less technical and more picturesque is the following letter from one of my clients; his report is substantiated by his court-martial record and correspondence and documents in the Navy Department:

"NAVAL PRISON, MARE ISLAND, CAL., Nov. 28, 1899.  
Geo. F. Ormsby, Washington, D. C.

Dear Sir:—A fellow prisoner informed me of the case with you intend to present and I therefore feel it to be my duty to state my case to you. I was a coal Paser on board the U. S. S. Yorktown at the time I got in trouble and was doing extra duty at the time. Another man was sentenced to serve 5 days in the brig and after being confined about 3 days, he was declared to be insane.

After being in the brig about 3 days longer, he was taking on deck and he was so wild, that he was put in double irons. After 2 days, the Dr. performed a operation on him. During this operation, the patient's bowles commenced to move and I was ordered to wash the man's clothes, wich I refused to do and the result of it was a General Court Martial. Several more men were ordered to wash the clothes, but all refused. One of them a San Franciscan, who's parents happen to know Congressman Julius Kahn of the 7th district and trough his influence, the man's sentence were re-

duced to 6 months. His sentence were dated back and he was recently released after serving 4 months. His name is Hoffman. I was sentenced to serve one year and my sentence started July 7th, 1899.

One full year for refusing to wash another's man's clothes! And most of the crew's opinion was and is, that he only played insane. I hope you will be able to read this letter and pardon my bad writing, as I am not very well postet in writing letters. Hoping success and to hear from you, I remain,  
Yours very Respectfully,

WALTER HOPKINS."

A general order, charged to President McKinley, but drafted by Judge-Advocate-General Lemly, appears in the regulations of 1900, pp. 486-493, limiting punishments which may be inflicted on naval officers. Turn to page 488-489, and the reader will find a naval officer "on shore," such as Mr. Lemly in his department office, who "plunders, abuses or maltreats" a woman by means of "obscene language," blackmail, etc., is not to be punished by anything more than a scolding, a "reprimand," while the less carefully nurtured enlisted men, for the same offense, may be sent to the penitentiary. Is this an accident? If so, why was it deliberately repeated, once in 1896, again in 1900, by Mr. McKinley's nominal authority? In G. C. M. C. 36 of 1898 Mr. Long says he "cannot help noting the contrast between such an indication of favoritism toward an officer and the severe accountability to which enlisted men are held under similar charges." It is not doubted that he does note it.

Seamen know that such laws as sec. 5347 R. S. and an impartial civilian judge appointed by the President, protect them from cruelty if they enlist in the merchant service. By reading Navy Departments G. C. M. O. 29 of 1890, they know that courts-martial packed for the occasion, will encouragingly retain in office a naval captain, though finding him guilty, who may, as stated in the proved charges, "strike with a sword a second class fireman, inflicting on his head a wound two inches in length, he being at the time he was struck, kneeling on the deck in double irons with his hands ironed behind his back," who may "cause enlisted men to be ironed together 24 hours and while so ironed to march during about six hours on the quarter-deck;" who may "cause enlisted men 4 consecutive days to be kept standing toeing a seam, from about 9 P. M. to 1 A. M. during each and every night of said period;" who may "cause firemen to be lashed to Jacob's ladders by means of lines passing across their chests, and to stand so lashed for hours;" who may "fail to cause said punishments to be entered upon the ship's log," who may cause subordinates "to be gagged with a piece of wood forced into the mouth, and secured between teeth, to be confined in a straight-jacket 7 days, to be confined in a straight-jacket during each night for about 6 consecutive nights," etc.

All this is endorsed by the regulations professedly President McKinley's, which, p. 487, prohibit punishing more severely than by discharge, an officer for any "cruelty toward or oppression of those subject to his orders," however grave the maltreatment may be. A merchant captain for a similar offense is liable to be a penitentiary convict for five years.

Whether Mr. Long knows or profits by the foregoing may be judged of, in part, by the opportunities he seizes whenever offered, to administer ostentatious rebukes toward any semblance of falsification of records, dishonesty, etc., as in the case of Paymaster Martin of the Philadelphia Navy Yard, recently sonorously reprimanded.

GEO. F. ORMSBY.

Washington, D. C.

VISIBLE SUPPLY OF GRAIN.

As compiled for THE MARINE RECORD, by George F. Stone, Secretary Chicago Board of Trade.

CITIES WHERE STORED.	WHEAT. Bushels.	CORN. Bushels.	OATS. Bushels.	RYE. Bushels.	BARLEY Bushels.
Buffalo .....	1,974,000	291,000	834,000	56,000	130,000
Chicago .....	4,743,000	5,804,000	2,296,000	116,000	1,000
Detroit .....	131,000	121,000	2,000	3,000	3,000
Duluth .....	2,923,000	2,411,000	1,096,000	141,000	42,000
Fort William, Ont. ....	1,091,000				
Milwaukee .....	412,000	651,000	294,000	6,000	16,000
Port Arthur, Ont. ....	135,000				
Toledo .....	108,000	539,000	154,000	5,000	
Toronto .....	45,000		1,000		10,000
On Canals .....	606,000	103,000	200,000	18,000	
On Lakes .....	1,376,000	371,000	403,000	56,000	
On Miss. River .....	75,000				
Grand Total .....	29,688,000	14,472,000	9,198,000	509,000	395,000
Corresponding Date, 1900 .....	46,877,000	13,188,000	7,146,000	596,000	668,000
Increase .....					
Decrease .....	1,105,000	686,000	1,582,000	110,000	41,000

While the stock of grain at lake ports only is here given, the total shows the figures for the entire country except the Pacific Slope.

NEW LAKE STEAMERS.

Official numbers have been assigned by the Bureau of Navigation Treasury Department to the following new steamers: Frank H. Peavey, 5002 gross tons, built at Lorain, O., and hailing from Cleveland; Gilchrist, 3871 gross tons, built at West Bay City, Mich., and hailing from Detroit; Mary C. Elphicke, 4998 tons gross and 3967 net tons, built at Chicago and hailing from Cleveland.

SHIPPING AND MARINE JUDICIAL DECISIONS.

(COLLABORATED SPECIALLY FOR THE MARINE RECORD)

Evidence.—It cannot be inferred that a boat at a dock would have tipped over when grounding at the going out of the tide, even if the master had breasted it off three feet from the dock, as directed, though the obstruction on which it struck extended more than three feet from the dock, other vessels of greater draft having customarily discharged there without injury. *Leo. vs. McCollum et al.*, 107 Fed. Rep. (U. S.) 742.

Shipping—Sale of Yacht—Appurtenances—Launch Tender.—A naphtha launch used by the owner as a tender, in connection with a thirty-foot yacht owned by him, but which could not be carried on the yacht, did not accompany it on its trips, and was not a part of the usual equipment of such yachts, did not by such use, merely as a matter of convenience, become an appurtenance of the yacht, which passed by a sale of the latter. *Forrest vs. Vanderbilt*, 107 Fed. Rep. (U. S.) 734.

Shipping—Demurrage—Detention of Canal Boat—Break in Canal.—A contract of shipment, making the consignee liable for demurrage in a certain sum per day for failure to unload a canal boat in a given time, does not authorize a recovery for the time after the boat was unloaded in which it was detained in the canal, though the vessel was not unloaded within the period allowed therefor, and the break in the canal did not occur until the expiration of such time. *Gabler vs. McChesney*, 70 N. Y. Supp. 195.

Collision—Tow and Steamship.—A tug was proceeding up the North river opposite the berth of an ocean steamship, with two vessels in tow at about midchannel. The tow was making against the ebb tide about three knots an hour. It is customary for ocean steamships backing from their berths to proceed out into the middle of the river to give room to straighten on their course. The steamship had signaled her intention to back out, and the men on the tug could have discovered that she was backing out when 1400 feet below the steamship's berth, but they made no change in the speed or the course of the tug. The steamship did not observe the tug until it had passed about 300 feet beyond the steamship's course, when its engines were put to go ahead and her sternway checked, but the steamship's stern struck the second vessel of the tow. Held, as it was seven or eight minutes after the steamship commenced to back out before the collision the tug had ample time to protect her tows from collision, and was liable for the injury. *The St. Louis and the Robert Haddon*, 107 Fed. Rep. (U. S.) 540.

Shipping—Negligence of Vessel—Breaking of Submarine Cable.—The American barkentine Anita Berwind, loaded with coal, was anchored near Port au Prince, in the bay of Hayti, under the direction of a government pilot. Afterwards the pilot came on board to move the vessel to another anchorage. On attempting to raise the anchor, it was found to be fouled with what was supposed to be a wire rope, but was in fact libellant's submarine telegraph cable, and in attempting to free the anchor the cable was broken. The vessel had never been in that port before, and the cable was not shown on its chart of the bay. The libel charged that the breaking was negligent and intentional. Held, that the proof failed to support such allegations the weight of evidence showing that the vessel was attempting to support the cable, which had not been raised to the surface, by means of a chain while the anchor could be freed, and that the cable was probably broken across the edge of one of the anchor's palms, owing to the straining of the vessel against it while the work was in progress. *The Anita Berwind*, 107 Fed. Rep. (U. S.) 721.

Marine Insurance—Construction of Policies—American Clause.—A shipper of wool by rail and water contracted with the steamship company to cover the shipment by marine insurance for an additional rate of freight stated in the bill of lading, which was in accordance with the company's custom. It carried several policies issued about six months before, covering such cargo as it was required by contract to insure, and also its own risk as a carrier. Such policies were all applicable to the cargo in which the wool was shipped. The consignees of the wool, having paid a draft against the shipment attached to the bill of lading, and not knowing whether the goods were insured, reported them for insurance under an open policy carried by them for several years, under which they had covered "wool \* \* \* not previously insured." This was before the goods had actually been received upon the ship, but while they were in course of shipment by rail. All the policies contained the American clause against double insurance, providing that "if the said assured shall have made any other assurance \* \* \* prior in day of date to this policy, then the said assurers shall be answerable only for so much as the amount of such prior assurance shall be deficient," etc. Held, that such clause had no application as between the two sets of policies to affect the validity of either, not being applicable by its terms to insurance under an open policy, and neither the assured, the interests insured, nor the risks insured against being the same in the two cases. *Gross et al. vs. New York & T. S. S. Co.*, 107 Fed. Rep. (U. S.) 516.



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regarded.

CLEVELAND, O., JULY 11, 1901.

A MESSAGE has been sent by wireless telegraphy from the Cunard Line steamer *Lucania* to the Irish coast, a distance of 65 miles. The message was read distinctly, and further experiments are being regularly made.

WE haven't sailors enough to "splice the main brace," and now they have taken away the canteen from the soldier. By and by we'll be going to heaven by deputy, or the other place by substitute. These Carrie Nation notions are illogical and entirely off color on this sphere.

THE Dominion Government would do well in compiling a wreck chart showing the location where wrecks had taken place, sail and steam, during the past several years. After that they should place the best possible aids to navigation in the vicinity, according to the number, grade and importance of the losses. This procedure is indispensable in connection with the piloting and navigational improvements desired in the Gulf of St. Lawrence.

IN season and out of season, also for many seasons past, the cry has gone up that there was an over production of lake tonnage and freights were necessarily kept at the lowest living notch on account of unwarranted competition. We find considerable dissatisfaction on account of detention experienced at loading and discharging ports but there are no boats laid up, nor are there likely to be until the ice king again reigns supreme and claps an embargo on all lake traffic.

IT is not necessary that the Ohio and Michigan Naval Reserves should take charge of the island during their annual drill at Put-in-Bay. Even when let loose from the duties of their daily toil, the young gentlemen should always observe a strict regard of and for the rights, conveniences and pleasures of others, and at no time descend to the level of hoggishness. This may be construed as a paragraph of advice to those placed in authority over the unconstrainable actions of the juvenile Deweys.

MASTERS in the trans-Atlantic trade are invariably courteous to their passengers, but when one of them was asked to steer the ship over towards the horizon so that a lady could see what it was like at a near view, he condescended to collapse. Another master hauled his steamer well in shore in the Gulf of St. Lawrence to give a better view of a stranded steamer belonging to a rival line. A mannerly, mannish sort of a marchioness insisted upon knowing what put her there, and the captain replied without the faintest shadow of a smile on his weather beaten countenance, "The propeller madam, the propeller."

## WEATHER PROGNOSTICATIONS.

The average citizen is liable to judge and in many cases condemn the local forecasts issued by the various officials in charge of the Weather Bureau Office just because a light squall accompanied by rain or wind passed over their immediate locality unheralded.

The weather predictions, as now issued and spread broadcast throughout the country, give the opportunity for an unlimited amount of criticism and that not always of well balanced judgment or even from those who may have but slightly studied the subject of wind gyrations and the evidences submitted by the various measures brought into use to ascertain the workings of the atmosphere, as, after all, wind is but air in motion and the force and direction which it traverses exercises a considerable local influence, the many phases of which can only be approximately foretold with the aid of all possible artificial assistants and the closest cultivated methods of observation adopted by the trained officers of the Weather Bureau Service.

Of course, there are conditions under which barometrical readings as well as those of the several other instruments of measuring ability and capacity, are, or need not be called into action. These are the marked local characteristics demonstrated by existing stages of the atmosphere, practically, or rather naturally foretold by those who may, can or will accept the signs set before them, and which, to even the casual observer is as plain as the type on the open pages of a book. Hence, we have from this source the weather-wise findings of those who may very positively assure us that the local existent atmospheric conditions are indicative of certain continuations or changes, which nature has clearly stamped on the surroundings, asking only in return that we have the necessary cultivation and comprehension to read, decipher and profit by the clear portrayal of nature's intentions at the present time and probably in the immediate future, as for instance, thus and so is the apparent natural probabilities of atmospheric conditions, providing no unseen agency is at work to obviate, reverse or render nugatory the page of nature's laws lying fully disclosed for the superficial reader to glance at in a passing mood of interestedness.

At the foregoing stage, all local observations and immediate prognosticators of future weather conditions must of necessity cease, in so far as the natural or cultivated weather-wise indicators can look into the signs of the times in their effort to foretell already well marked and usually clearly defined future probabilities. It is now that the Weather Bureau branch of the Department of Agriculture with its corps of technically trained and strictly examined observers steps in to elucidate present indications and future probabilities regarding the workings of the atmosphere throughout the length and breadth of this vast country, now comes the learned and studious adept accompanied by his scientific aids, furnished with all the necessary information from surroundings, and even for distant districts, to forecast the almost positive future workings of the otherwise unknown and apparently mysterious intentions of the air blanket enveloping our domiciliary, or that is likely to, within the period of say forty-eight hours in advance, and, as if not even contented with probing into nature's apparent whimsicalities for the period of two successive diurnal revolutions, these professors of weather lore are making strenuous advances towards attempting to read and herald prevailing conditions at a still greater length, notwithstanding, that it is considered questionable if their human, mental and mechanically scientific vision can be made or trained to accurately penetrate into the as yet unknown realms of beclouded territory.

In taking a cursory view of the present service rendered to the country at large by the Weather Bureau, there appears to be every reason under the sun for special and marked encouragement to be given the energetic and well-advised regime under which the Bureau is now being administered. Several new, and perhaps to the lay mind, unique departures have been made in the search for indisputable corroborative and co-relative data regarding known, or demonstrable quantities, and success is attending a number of these innovations and it may be conclusively stated that we are the most favored nation on earth in so far as regards and relates to our national prognostications of weather conditions.

The ocean traveler will call to mind the many weary, if instructive hours, spent pouring over the large directory volumes of wind, current and atmospheric characteristics of the several oceans, their adjacent waters and coast lines, doubting this, applying that and verifying other paragraphs by actual personal and immediate observations, accompanied

by the remembered or related experiences of others. This information is now being given us in an authentic, concise and reliable form for the entire area of the United States and part of its possessions abroad by the liberal views and wise deliberations of our legislators voicing the will and sentiments of the citizens of this country. Furthermore, it should be widely understood and generously admitted that the exceptional case of unheralding unknown quantities beyond the ken of human attributes is no failure of our present knowledge of the workings of the economy of the universe, but rather, that it approaches the limit of natural researches and scientific knowledge.

## THE CHICAGO-COPENHAGEN LINE.

There is a large Scandinavian population in and around Chicago through whose blood still courses the instincts and disposition of their ancient lineage, the Vikings, Norsemen and Danish rovers.

Several attempts have been made to open up direct communication with their home land by these highly reputable, financially and otherwise strong and loyal descendants of ocean kings.

Now comes, borne upon the wings of electricity, the announcement from Copenhagen that Danish capitalists, ably supported by neighboring interests and endorsed by Chicago merchants and shippers, will build and operate a line of specially fitted steamers for the through trade, and we have faith enough in the project to believe that it really could survive.

Dutchmen, as the antithesis to Dagoes, in sailor-like phraseology, are at home afloat. Exploring by water instead of on land and, as pioneer colonists, is their half-nature. Commercially, they are less grasping than any nation extant and the hard, dogged pertinacity exhibited in their many glorious past undertakings, where possession of the filthy lucre was the least considered in the accomplishment of their purpose, argues grandly in favor of the success of the Copenhagen-Chicago route.

Hard earned, small profits and congenial employment suits the Scandinavian to the letter and as a natural characteristic they are never better, nor even so well engaged as when daring, fighting and conquering the elements as let loose from the folds of Neptune's tunic.

Scandinavians have already captured the lower St. Lawrence trade and who is to say that they can't or won't push further to the westward to meet and do business with a new nation of their own countrymen and their honest, whole-hearted and prosperous descendants.

BRITISH mercantile marine authorities are now damning the flat-footed denizens of their tight little isle for taking a drop too much occasionally when on shore. One fool of a critic makes all hands full going down the river Thames, thus involving himself, while others bewail the custom as a national calamity, etc., etc. As a matter of course, intoxication is not one of the primal virtues, in any form, it is rather a primitive, antediluvian and modern business failure, though if anyone is entitled to an oblivious "roll in the gutter," it is the ropehailer of the merchant navy. P'raps we have forgotten, but it seems to our recollection that everyone shipping on a British vessel, and most all others for that matter, becomes a total abstainer, under compulsion may be, but a teetotaler willing or unwilling. The only portion of the agreement heard when the British sailor signs articles for a three years' cruise or less, is the refrain, "No grog allowed."

THE two steel steamers, building at the yards of the Eastern Ship Building Co., New London, Conn., to the order of J. J. Hill, president of the Great Northern Railway Co., for the Pacific Ocean service, will be by long odds the largest vessels ever under the stars and stripes, or likely to be for some time to come. Mr. Hill finally gave his approval to the ship subsidy bill, but placed the contract for these sister ships before knowing what the result of the much wished for legislation would be. There are but few kings of commerce and transportation that can equal the all around rightness of J. J. Hill.

ALEXANDER R. SMITH, New York, the new superintendent of the Maritime Exchange, has engaged an assistant, R. A. Weed, and has detailed the latter to the work of keeping track by means of an indexed card system of the location of the fleet of the world. The system adopted will have the advantage of locating the 13,000 vessels daily instead of weekly, as has been done heretofore.

THE thanks of the MARINE RECORD are due the Hydrographic Office, Bureau of Equipment, Department of the Navy, Washington, D. C., for copies of the July Pilot Charts of the North Atlantic and Pacific Oceans, Capt. C. C. Todd, U. S. N., Hydrographer. The surface current drifts of the North Atlantic, shown on the reverse side of the charts is a very valuable collaboration and goes to prove the drifts, as formerly ascertained, to be generally correct. The Hydrographer takes occasion to say that in compiling the material of the present chart, the Hydrographic Office has again enjoyed the cooperation of the Imperial Russian Department of Marine and that on the present chart will be found the drift of a number of bottles thrown overboard from H. I. M. S. S. Duke of Edinburgh and Count Tolstoi.

It seems only a few years ago when the oldest wooden vessels afloat used to be turned into the North American timber and lumber trade, making two voyages each season across the Atlantic. Now tramp steamers of cheap construction are carrying deals. On the other hand, the boats of the Northwestern Steamship Co. are shaping to make two voyages each season from and to Chicago. The Northman, the first to make the trip across is now about entering Lake Ontario after an absence of nearly two and a half months, having cleared from Chicago May 1, so that a second trip at this rate may be said to consume five months, or the best portion of the season of lake navigation. She is to be sent forward from Montreal in ballast trim with little or nothing of her Atlantic cargo for Chicago.

ANOTHER wreck has piled up on the Newfoundland coast nearly alongside the Lusitania. It is quite possible and even probable, that the island government has not the wherewith to build, equip and keep in constant use the light houses, fog signals and other aids to navigation so essential for the safety of life and property waterborne around its coast line. The Imperial government should assist in the up-keep of its financially weak and distant possession, at least, and in so far, as to relieve it from the stigma of being a menace to the traffic carried on with and by the Dominion of Canada.

FROM present indications, the result of trial races, etc., the new yacht Constitution is a winner. The Shamrock II out-reached Shamrock I on a leg or two last week, but has not shown the all-round superiority of the Constitution. The Lipton yacht will have a chance to limber up in her passage across the Western Ocean and for this reason should be given a chance to do all the sailing that she can with as little towing as possible. It wouldn't surprise anyone if she proved a speedier craft on reaching Sandy Hook than her present record shows.

SHORTLY will come the revamped history of managing ownership in lake vessel property, and the dividend-seeking shareholder. All bright, smart vesselmen should aim at becoming managing owners, because it is a good-paying, sure thing in ninety-nine cases out of a hundred, the odd case being simply because the fellow don't or didn't know how. The secret, however, has been taught and learned on the lakes, but only in a minor degree, in the future it is destined to blossom in its fullness after the manner of eastern precedents.

#### LAKE FREIGHTS

The freight market is in about the same condition as last week, but slightly firmer, and 50 cents has been paid on coal to Milwaukee, although shippers fought hard against the advance and 40 cents is still the quoted rate. Lake Superior 35 cents. The wheat rate out of Chicago also advanced 1/8 cent, but the tonnage was fully equal to the demand so that the advance is not being held too strong. Corn 1 1/2 cents, wheat 1 3/4 cents. The ore market is strong at previously quoted rates, but detention is still being felt at loading and discharging ports, chiefly the latter. Lumber rates from the head of the lakes are still quoted at \$2.50 with the continual rumor that \$2.25 is being taken by some vessels.

A general protest is being made about the slow discharging of coal cargoes at Duluth and ore is the main stay of the freight market.

THE contract for covering at the U. S. Immigrant Station, Ellis Island, New York harbor, has been awarded to the H. W. Johns Manufacturing Co., 100 Williams Street, New York City. This contract amounts to \$6,666.66.

#### DEATH OF W. E. FITZGERALD.

The funeral of W. E. Fitzgerald, late president of the Milwaukee Dry Dock Co., and one of the managing directors of the American Ship Building Co., took place on Tuesday afternoon at 3 o'clock from the family residence, No. 307 Van Buren street, Milwaukee. The services were conducted by Rev. J. Beveridge Lee, pastor of Emmanuel Presbyterian church. Among those prominent in marine affairs around the lakes who attended the funeral, were: W. L. Brown, George L. McCurdy, Dennis Sullivan, George J. Harris, W. M. Egan, Arthur Helm and C. H. Sinclair from Chicago; R. R. Rhodes, W. L. Wetmore, R. E. Ireland, J. C. Wallace, Cleveland; A. B. Wolvin, Duluth; Edward Smith, Buffalo; William Loutitt, Grand Haven.

By the death of W. E. Fitzgerald the marine interests of the lakes suffer a severe loss, and the vesselmen lose a respected and genial associate.

The news of Mr. Fitzgerald's accidental death Sunday caused general regret among marine men throughout the lakes. It was said that the shipbuilding company will find it difficult to fill his place as managing director. Mr. Fitzgerald lately organized a company for the construction of three large steel steamers. He was one of the most active of the group of capitalists known as the "Ship Yards People." He was largely instrumental in the formation of the Sea & Lake Insurance Co. In fact, he had any number of irons in the fire, and many changes of plans will doubtless follow his death.

At the time the Montreal Harbor Commissioners made a tour of the lakes a few weeks ago, concluding their inspection of the elevators and dock facilities of the different ports by a trip through Buffalo harbor, Mr. Fitzgerald and A. B. Wolvin, of Duluth, accompanied them. At that time Mr. Fitzgerald was in the best of health and his visit at lake ports was greatly enjoyed by his acquaintances.

Mr. Fitzgerald for a few years back has been engaged in several financial investments in the line of marine interests in which he has been very successful. It is believed by his many friends that he made considerable money and consequently leaves a large estate.

#### LETTERS AT DETROIT MARINE POST OFFICE

JULY 10, 1901.

To get any of these letters, addressees or their authorized agents will apply at the general delivery window or write to the postmaster at Detroit, calling for "advertised" matter, giving the date of this list and paying one cent.

Advertised matter is previously held one week awaiting delivery. It is held two weeks before it goes to the Dead Letter Office at Washington, D. C.

Blackford Wm.	Loftus Tom
Crockett Sam., Rees	Mullain Joe,
Crosbie G.	Morrison Jno., Oglebay
Clark Will E.	Miller Archie, Gates
Cutter Lieut. Q. T., Seminole	Martin J. H. Jr.
Currie S. B. G., Majestic	Mark Jno. W.
Davis D. Ford	Milne Patrick P.
"Charlie	Mitchell Harry
Dawson Omer	Minor Fred.
Elsworth Geo. S.	McDonald E. W.-2, Zenith
Erhart John	McCormick Walter
Franke Otto, Colgate	McCauley Con.
Fordick Henry J., Waverly	MacKenzie S. M.
Foster Theo.	Ohme Capt. of
Garn Fair	Olson C. E.
Gunn Chester B.	Oliver Wm., Oglebay
Hay Andrew	Peterson Wm.
Hill Harry-2, Anderson	Possee Geo. W., Genoa
Handy Geo. C.	Randall J. P., Lake Shore
Hughes Wm., Warrington	Reimers Gus.
Hazzard Wm. A., Penobscott	Smith J. W., Forest City
Heythaler Lewis	Schwansfager Fritz
Howard Greta, Manitou	Turnbull Roy
Jessen Gus, Arizona	Welch Geo.-2 W. D. Rees
Jackson Arthur-2, Venice	Wright C. C.
Keniff Lewis-2, Colgate	Wallace Arthur
Laushway Dan. J.	Woods M. V.
Loughlin James	Wass B., Colby
Little Arthur E.	Walker W. T., Watt
Lafond Alfred	Yensby P. N., Roby
	F. B. DICKERSON, P. M.

Injury to Sustain Action—Remoteness of Damages.—A tug engaged in towing vessels to and from a channel to which they resort, which channel is negligently and improperly obstructed temporarily by the draw of a bridge, but which tug was accustomed to deliver and receive its tows below the bridge and had no occasion to pass it, suffers no actionable injury by reason of the obstruction merely because it loses the towage of vessels which, except for the obstruction, would have used the channel obstructed. New York, N. H. & H. R. Co. vs. Piscataqua Nav. Co. et al., 108 Fed. Rep. (U. S.) 92.

#### CHICAGO.

##### Special Correspondence to The Marine Record.

Mr. C. W. Elphicke visited Cleveland this week. The advance from \$1.75 to \$2.00 is noted this week on dry lumber from Green Bay to Buffalo.

American and Danish capitalists propose to start a direct steamship line from Copenhagen and Christiania to Chicago. American capital will be largely interested.

The twin-screw steel steamer North Land, on her last trip down, booked her full complement of passengers to Buffalo, so that there was no chance for Detroiters to board her.

The new beacon light-house on Muskegon lake was burned to the water's edge Saturday night. It is thought the new machinery failed to work properly and caused the fire.

The steamer Rhoda Stewart was quarantined at South Chicago on Friday last because of the discovery of a case of smallpox on board. A release was granted yesterday after the vessel had been disinfected and a new crew obtained and vaccinated.

We have managed to get along with about 4,000 tons coal from Buffalo this week, showing a total of 223,000 tons for the season from that port. Chicago, Milwaukee and Duluth-Superior are the greatest coal-receiving ports on the lakes and in the order named.

The American Ship Building Co. has ordered 10,000 tons of plates and shapes this week from Pittsburg to be used in new shipbuilding contracts this winter. Other large orders were recently placed for new material, and the shipbuilding outlook looks salubrious, to say the least.

Eighteen of the crew of the whaleback Christopher Columbus struck for better accommodation and less work. They were left ashore with their baggage at Milwaukee, but minus their pay, which they were trying to libel the boat for when she left on her regular time of sailing.

The Detroit and Cadillac, Michigan's candidates for Canada cup defenders, are expected to arrive here in a day or two. One is being shipped by rail and the other ex-lake on the deck of a cargo boat. Wonder why they couldn't have sailed round from Detroit and got themselves into good working trim.

The steamers Petoskey and Easton, plying between Chicago and South Haven, may settle the question of speed supremacy by a race across Lake Michigan for a wager of \$5,000. Should it take place it will rival in interest the recent race on Lake Erie between the Tashmoo, of Detroit, and the City of Erie, owned in Cleveland. The owners of the Easton are out with a challenge, and to show that they are in earnest a certified check of \$1,000 will be posted.

W. L. Brown, president of the American Ship Building Co., General Manager J. C. Wallace, Edward Smith, of Buffalo, and A. B. Wolvin, of Duluth, executive officers of the American Ship Building Co., left for Milwaukee on Monday to attend the funeral of W. E. Fitzgerald, which was held there on Tuesday. Mr. Fitzgerald lately organized a company for the construction of three large steel steamers, and it is possible that the company will not go ahead with its plans. He was also largely instrumental in the formation of the Sea & Lake Insurance Co.

Sympathy is expressed for the casualty experienced by Capt. Smith in beaching the Samuel F. B. Morse at Whiting, Ind., last week. Capt. Smith was in the famous North Star-Sheffield collision case on Lake Superior a number of years ago; he was the oldest and one of the most successful masters in the Bessemer fleet previous to the consolidation, and after the fleet was turned over he still retained command. He is spoken of as a careful and reliable man, but the dense smoke hanging over South Chicago and a mile or two over-run on his distance was responsible for the accident.

THE latest plan to keep time from resting too heavily upon the hands of lightkeepers is to provide them with books to read. The lighthouse tenders in their quarterly trips have aboard a dozen or more neat cases holding 35 or 40 books, and these are so circulated as to give the keepers a change every time the stations are provisioned, and given their other supplies. The lightkeepers, as a rule, are not illiterate men, although a high grade of education is not required to perform their duties, but they are great readers and call chiefly for fiction, biography and books of travel.

THERE are undoubtedly cases where persons who have, at least apparently, been benefitted by the rendering of salvage services cannot be made to pay salvage remuneration to the salvors. There is also good authority for the statement that the lender upon bottomry or upon respondentia is exempt from such payment.



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### THE SLIP OF THE SCREW.

Negative slip does not apply to an engine, but to the screw by which the ship is propelled, says Egbert P. Watson, the well known marine engineer. The screw so called is a blade wound around a shaft, for the purpose of illustration, and one complete turn of the blade about the shaft is called the "pitch;" if the length of the convolution is 30 feet, then the screw has 30 feet pitch. The slip of a screw is the loss by various causes in going a given distance. If the screw has 30 feet pitch and revolves 50 times a minute, the ship should run 1,500 feet, but it does not, by, say, 10 per cent; that is charged to positive slip of the screw.

Negative slip occurs where the ship goes further than the actual revolutions would carry her in a given time and it has been stated to have been observed in a few instances, but it is not credited as a fact by conservative engineers, and would seem to be an impossibility. It is said to have been noted in the case of the steamship Niagara, and in one or two other instances, but it is so rare that it must be laid to errors in observation, or to the pitch of the screw being less than it was supposed to be.

### EASTERN FREIGHTS.

Messrs. Funch, Edye & Co., New York, report the condition of the Eastern freight market as follows:

Continued activity has prevailed in chartering for grain tonnage, but there is no material change to report in the rates. Prompt boats, for the time being, are neglected and steamers are finding difficulty in getting charters excepting at reduced figures. Gulf charterers continue to take up further vessels on the basis of last rates paid, and for special positions are willing to concede some slight advance. There has been a lull in the demand for steamers for general cargo, and charterers are not feeling disposed to meet owners views. Cotton charterers from the Atlantic seaboard are still holding back, preferring to await more definite information as to the crop before making commitments. Timber orders are still very limited and there is no change to report in rates.

In regard to sail tonnage, we have nothing of interest to report and can only say that the market maintains its firm but quiet attitude.

Up to this date the Clergue works at Sault Ste. Marie, the railroads, mines, ships, all correlative industrial enterprises, have required an expenditure of about \$13,000,000. Nearly as much more will be necessary to bring into productive state all that are now under way and planned for immediate construction. All this money is understood to have been provided. So far there is no return but from the mechanical pulp mill, the Canadian Electro-Chemical Works, the Helen mine and some smaller industries. Within a few weeks the work based upon sulphur reduction will be earning their proportion, and a few months later the steel mill will be in operation. Before another spring the great Michigan Canal, about as large as that of the Contract Construction Company, at Niagara, will be furnishing power, most of which is already leased. All of this, or at least, the mechanical and transportation part of it, out of harnessing the flow of water from Lake Superior and not from its surface either but from borings below or levels with its bottom ridge at Sault Ste Marie.

### LAKE SUPERIOR LEVELS IN JUNE.

Through the courtesy of U. S. Assistant Engineer, J. H. Darling, Duluth, Minn., we are enabled to furnish the following information:

The mean level of Lake Superior in June, 1901, by the U. S. gauge at Houghton, Mich., was 0.94 feet above low water datum. This is 0.17 ft. higher than for the preceding month, and the rate of rise is less than the normal, which is 0.32 ft. for May to June. The stage last month was 0.32 ft. higher than in June, 1900, a year ago, and is 0.40 ft. higher than the average June stage for a period of 26 years.

The rainfall at Duluth for June was 9.09 inches, as reported by Forecast Official Richardson, of the Weather Bureau, this being 4.54 inches in excess of the normal. It was heaviest during the last quarter of the month, and, if general over the entire lake, will have a marked effect on the July stage.

### NOTICE TO MARINERS.

Office of the Light-House Inspector, Eleventh District.  
Light-House Establishment,  
DETROIT, MICH., July 3, 1901.

LAKE HURON,—Michigan. Notice is hereby given that the color of Lake Huron Light-Vessel No. 61 has been changed from straw-color to red.

Notice is hereby given that on July 1, 1901, Poe Reef Light-Vessel No. 62 was re-established on her station to the southward and eastward of the easterly end of Poe Reef, easterly entrance to the South Channel of the Straits of Mackinac.

Also that on July 3, 1901, Lake Huron Light-Vessel No. 61, was re-established on her station in the southerly end of Lake Huron 13 3/4 miles N by E 3/4 from Fort Gratiot Light House, and the red gas buoy carrying a bell and showing a fixed white light 10 seconds, eclipse 10 seconds, which marked the moorings of the light-vessel, was withdrawn.

Sailors Encampment, St. Marys River, Rains Island Gas Buoy.

Notice is hereby given that the light of Rains Island gas buoy No. 18, Sailors Encampment, St. Marys River, Mich., was relighted on June 30, 1901.

By order of the Light-House Board,

J. C. WILSON, Commander U. S. N.,  
Inspector 11th District.

### DOMINION OF CANADA—ONTARIO.

PELEE PASSAGE BUOYS—Three black spar buoys have been moored by the Government of Canada in twenty-three feet water to mark the limits of the Middle Ground in Pelee Passage, Lake Erie, so that vessels may see clearly how close to the new lighthouse it is possible to pass. Vessels may pass with confidence close to the northward and eastward of these buoys, and of the gas buoy. These are the buoys referred to in Part I., of Notice to Mariners No. 32 of 1901. The most northerly and westerly buoy is moored 1440 feet N. 16° W., true, from the new light-house pier; that on the northeast curve of the shoal is moored 1400 feet N. 58° E. true, from the pier; that on the most easterly portion of the shoal is moored 3050 feet S. 62° E., true, from the pier.

GODERICH BUOYS—Outside the two breakwater piers protecting the channel leading into Goderich Harbor, Lake Huron, a channel has been dredged twenty feet deep and 125 feet wide. This channel extends beyond the outer end of the breakwater piers to deep water, a distance of about 500 feet. To mark the sides of this dredged channel, spar buoys were in April last placed by the Government of Canada; two red buoys on the starboard side, and two black buoys on the port side of the channel. The middle of the

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a distance of six miles. . . . .

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dredged channel is a prolongation of a line drawn midway between the two breakwater piers. The entrance between the piers through the dredged channel bears N. 71° 15' E. (Variation in 1901 about 3° W.)

CHARTS OF THE NORTHERN PART OF LAKE HURON—Two sheet charts of the northern part of Lake Huron from Cove Island to Détour passage the Canadian portion being prepared from hydrographic surveys made by this department, have just been published by the British Admiralty. Chart No. 1791 takes in the coast from Cove Island to Great Duck Island, and chart No. 3014, the coast from Great Duck Island to Détour passage. Copies of the same may be obtained from the agent for Admiralty charts, Charles Potter, 31 King street east, Toronto.

CHANGE IN COLOR OF KAMINISTIQUE RANGE LIGHTS—In order to distinguish the range lights at the mouth of the Kaministiquia river from the many bright lights in the town of Fort William, and on the Canadian Pacific railway wharves, they will be changed in color on the 1st of August, 1901, without further notice, from white to fixed red. In other respects the lights will be unchanged.

F. GOURDEAU,

Deputy Minister of Marine and Fisheries.

Department of Marine and Fisheries, Ottawa, Canada.

Maritime Liens—Wrongful Death—Statutory Action for Damages.—The wrongful death statutes of both Illinois and Wisconsin give a right of action in behalf of the next of kin of the deceased to recover the damages sustained by them against the person or corporation causing such death. The water-craft statutes of both states make a vessel liable for all damages arising from injuries done to person or property by such vessel. Held, that such water-craft laws were not intended to give a lien in favor of the next of kin of persons killed by the negligent navigation of a vessel, but only in favor of those directly injured in person or property, and that a suit in rem for wrongful death of a person killed as the result of a collision, based upon the statute of either state, cannot be maintained in a court of admiralty against the vessel charged with being in fault for the collision. The Onoka, 107 Fed. Rep. (U. S.) 984.

Steamer Topheavy from Ice.—A ship on entering port at New York during extremely cold weather in February was coated above her deck with some 200 tons of ice, which rendered her topheavy and gave her a list to starboard of 4° to 5° even when laden. Being several hours late, in order to be ready for her outward voyage the master commenced discharging immediately and rapidly, at the same time taking in coal on both sides, the most of which was stowed above the water line. After most of her cargo in the lower hold had been discharged, and her list had increased to about 8°, she rolled over to port; and in doing so the cover of a coal port on that side was broken off, leaving the opening only about a foot above the water. By shifting cargo and stopping the loading of coal on the port side, she was again rolled back, but no means were taken to close the open port, and the loading of coal proceeded until she was nearly filled to the main deck. The wind had been strong all day, and in the evening increased to a velocity of fifty-two miles, but the ship was protected on either side to a considerable extent by buildings on the piers. About five hours after she first rolled to port, and when her list to starboard had greatly increased, she again went over, and, carrying the open port below the water, filled and sank, damaging the cargo on board. Held, that the damage could not be attributed to the wind to such an extent as to relieve the ship from liability, since she would not have been endangered but for her unstable and topheavy condition, due to the negligent and inconsiderate manner of unloading her cargo, without any regard to the great weight of ice above her deck, and to the equally negligent loading of the coal and failure to close the open port, all of which was negligence of the ship in handling the cargo, for which she was not exempted either by the Harter act or her bills of lading. The Germanic, 107 Fed. Rep. (U. S.) 294.

### PROTECTION FOR CANADIAN SHIPBUILDERS.

In a recent interview Mr. Thomas Long, secretary of the Northern Navigation Co. and director of the company, operating a ship building plant at Collingwood, Ont., spoke of the shipbuilding industry and marine matters generally. One matter Mr. Long was particularly severe on was the policy of allowing vessels built in the United States and registered in the name of some one living in Canada, to come in and do business in Canadian waters without paying duty. This is a most iniquitous policy, he declared, and Canadians are altogether too generous in their treatment of their neighbors in matters respecting the marine business. "If any Canadians go to the States and attempt to secure employment in the construction of these vessels, they are promptly sent home; and if a Canadian vessel becomes disabled in an American port and goes on an American drydock, the owners have to pay duty on those repairs before she leaves."

Speaking of government aid to the shipbuilding industry, Mr. Long pointed out that a large amount of public money had been given to railways, but not a cent had been given to aid steamboat transportation. Shipbuilding has not received any encouragement from either provincial or federal governments. A large amount of the carrying trade of the country is done by vessels, and the facilities provided by private capital have not been aided in the least.

"In order to encourage shipbuilding the Government should give aid to shipyards," said Mr. Long, "and that aid should be based on the tonnage and the class of vessel constructed, in order to compete with American and English shipyards, because all materials which go into iron or steel vessels are manufactured in the United States or Great Britain and have to be brought here at a greater cost to Canadian builders than if taken to American or English shipyards. The shipbuilding industry is just springing into existence in Canada and skilled labor has to be imported. If the government subsidized shipyards it would give a great impetus to the industry. Any material, whether raw or otherwise, now going into the construction of vessels here, and not made in Canada, ought to be exempt from duty."

"I would not like to say," continued Mr. Long, "what bounty ought to be paid, but I do think a bounty ought to be paid, whether on wood, iron or steel vessels. The inland marine is nearly depleted of Canadian bottoms, and there is a great need for the construction of Canadian vessels. If the shipyards were encouraged in the way I speak of, it would largely increase the number of Canadian vessels on the lakes."

Mr. Long also pointed out the need of drydocks for our inland marine. The only Canadian drydock on the upper lakes is the one at Collingwood. It has been built 18 or 19 years and has been of great public service, but, owing to the increased size and tonnage of vessels now being built, it requires to be enlarged to meet the present and growing requirements of the marine business. It would give accommodation to the ports of Parry Sound, Midland, Meaford and Owen Sound, and also to Lake Huron ports, if enlarged to meet present needs. The Collingwood shipyard has now on the stocks a steel steamer 326 feet long by 43 feet beam, which will have to go to a United States dock when repairs are needed. The shipbuilding plant at Collingwood, Mr. Long states, is as modern as any plant in America.

THE contract has not yet been placed for that Toledo fire tug. The names of the committee having the matter in charge are: S. H. Standart, A. G. Wright, E. C. Deardorff, James Melvin and J. W. Flowers.

### GERMANY'S EMPEROR WANTS AN AMERICAN BUILT YACHT.

The report that the German emperor had ordered an American yacht has been confirmed by Mr. Barbey of the firm of Carey, Smith & Barbey, naval architects, New York.

Mr. Barbey said: "We have received orders for plans and specifications for a schooner yacht 120 feet in length on the water line for the German emperor. The design and other dimensions have been left to our own ideas, and nothing has been said about the cost. We expect to have the plans and specifications ready in about six weeks. Then they will be submitted to the naval attache of the German embassy at Washington and after his approval tenders will be advertised for in the regular way. Which yacht-builder having the construction of the yacht will depend upon whose bid is accepted. But the yacht will be entirely of American design and build. We expect to have the yacht ready for sea about April next."

### SHIPPING SUBSIDIES.

M. Jules Siegfried, formerly Minister of Commerce, Industry and the Colonies in the Ribot Cabinet, and also an official of long service in the French Senate and in the Chamber of Deputies, during his recent visit to this country, was asked as to the recent reports that some of the European powers might unite in a commercial alliance directed against the United States.

"That might come about," said he, "and it is an additional reason why it is desirable to have the two republics enter into close commercial relations."

M. Siegfried also expressed an interest in the movement going on in this country to build up the merchant marine by the payment of subsidies. He says that France already has a subsidy system, which assisted to a considerable extent in meeting the commercial supremacy of Great Britain on the sea, and he entertains the view that like encouragement in the United States would bring about similar results in the development of the American merchant shipping.

### THE SECRET SERVICE BOARD.

The steamboat inspectors are forbidden to make anything known that transpires in their office, according to the following:

Section 4—Rule 9. Rules and Regulations, Board of Supervising Inspector.—"No supervising inspector shall make his annual report public until after the same has been presented to the Board of Supervising Inspectors, as required by section 4410, Revised Statutes; and, further, that no local board, or the clerk thereof, shall make public any report without the consent of their supervising inspector or that of the Supervising Inspector-General."

THE Milwaukee Wisconsin says it is extremely doubtful whether Charles Carland will under any circumstances be reinstated as keeper of the local life-saving station. The seeds of discord appear to have become so firmly rooted in that establishment that they can only be eradicated by the appointment of a man possessed of good executive ability and a sufficient amount of nerve to enforce strict discipline among members of the crew. It is doubtful whether the records of any other life-saving station on the lakes can show approximately the amount of trouble that has been experienced right in Milwaukee since the inauguration of the service. For this reason a strenuous effort should be made to find someone for the position who can be relied upon to enforce good government and weed out all unruly elements. The whole trouble is solved in the word discipline.

### SUN'S AMPLITUDES.

The following approximate amplitudes of the Sun's rising or setting will be given each week in this column during the season of navigation. A second bearing may be taken by compass at sunset, by reversing the east bearing given for the nearest latitude, as the change in declination for a few hours makes but a slight difference in the true bearing of the Sun's setting. The bearing may be taken when the Sun's center is on the horizon, rising or setting. The elements which may be obtained by taking these amplitudes are the quantities known as local attraction, variation and deviation, or the total difference between compass and true, or geographical bearings.

LAKE ERIE AND S. END LAKE MICHIGAN, LAT. 42° N.

Date.	Amplitude.	Bearing P'ts.	Bearing Comp.
July 12....	E. 30° N. = N. 5 3/8 E. = N. E. by E. 3/8 E.		
July 18....	E. 29° N. = N. 5 3/8 E. = N. E. by E. 3/8 E.		

LAKE ONTARIO, S. END HURON AND CENTRAL PORTION LAKE MICHIGAN, LAT. 44° N.

Date.	Amplitude.	Bearing P'ts.	Bearing Comp.
July 12....	E. 31° N. = N. 5 1/4 E. = N. E. by E. 1/4 E.		
July 18....	E. 30° N. = N. 5 3/8 E. = N. E. by E. 3/8 E.		

N. END LAKES HURON AND MICHIGAN, LAT. 46° N.

Date.	Amplitude.	Bearing P'ts.	Bearing Comp.
July 12....	E. 33° N. = N. 5 E. = N. E. by E.		
July 18....	E. 31° N. = N. 5 1/4 E. = N. E. by E. 1/4 E.		

LAKE SUPERIOR, LAT. 48° N.

Date.	Amplitude.	Bearing P'ts.	Bearing Comp.
July 12....	E. 34° N. = N. 5 E. = N. E. by E.		
July 18....	E. 32° N. = N. 5 1/8 E. = N. E. by E. 1/8 E.		

With a compass correct magnetic, the difference between the observed and true bearing or amplitude will be the variation for the locality. Should there be any deviation on the course the vessel is heading at the time of taking the bearing, the difference between the observed and the true amplitude after the variation is applied will be the amount of deviation on that course. If the correct magnetic bearing is to the right of the compass bearing, the deviation is easterly, if to the left, the deviation is westerly.

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28-29



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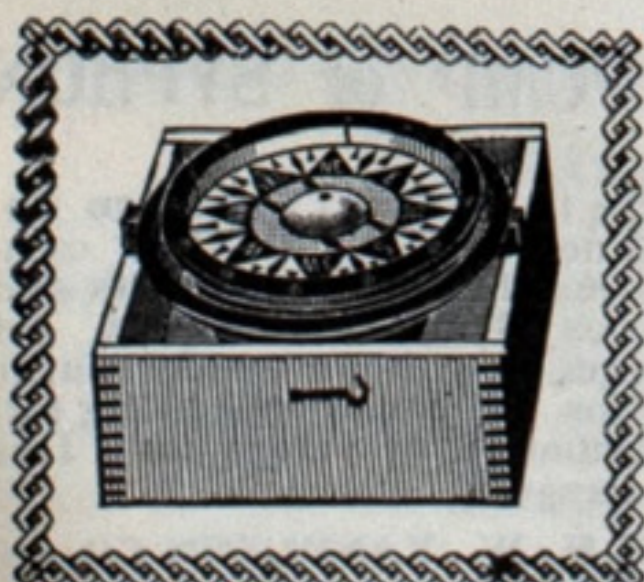
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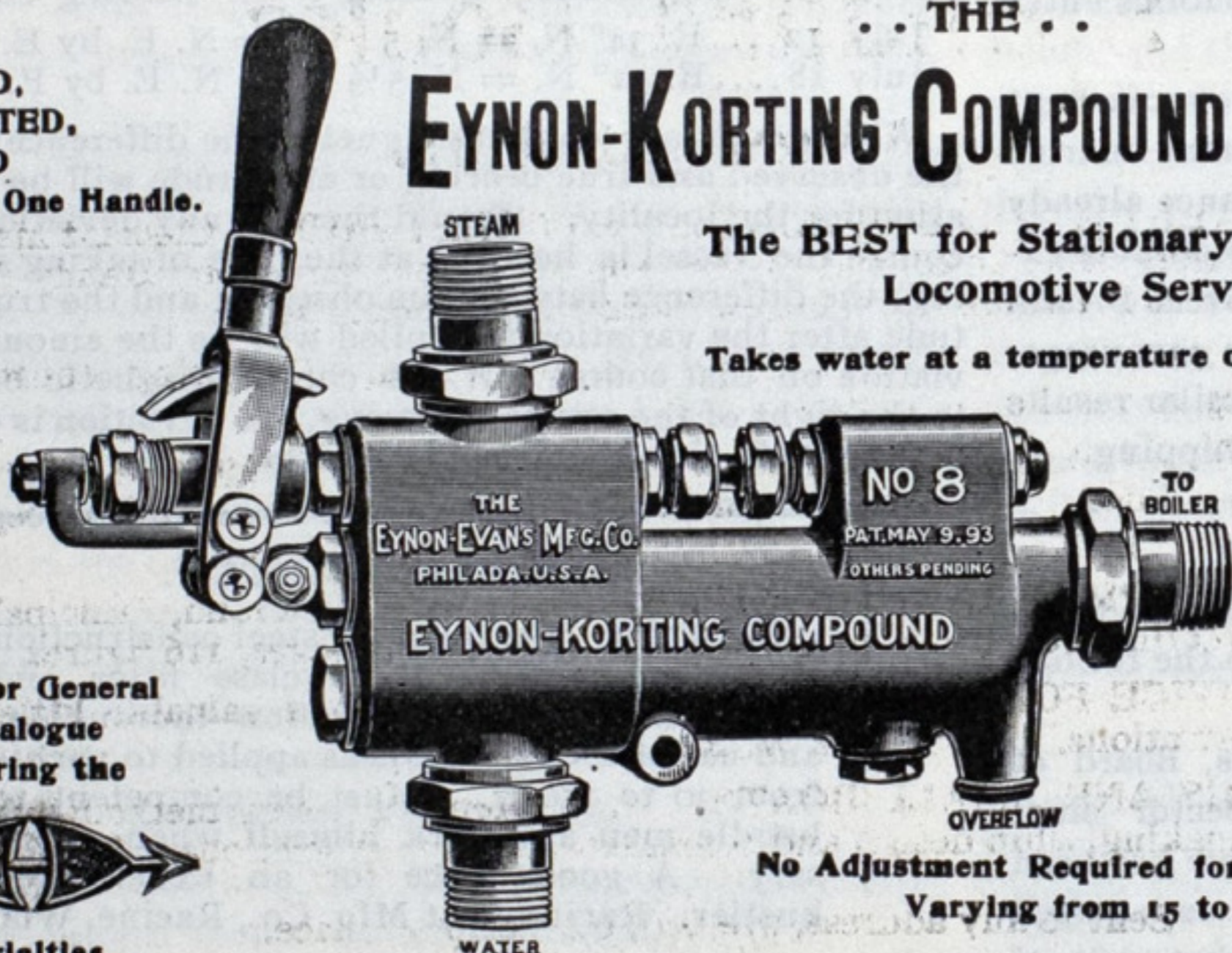
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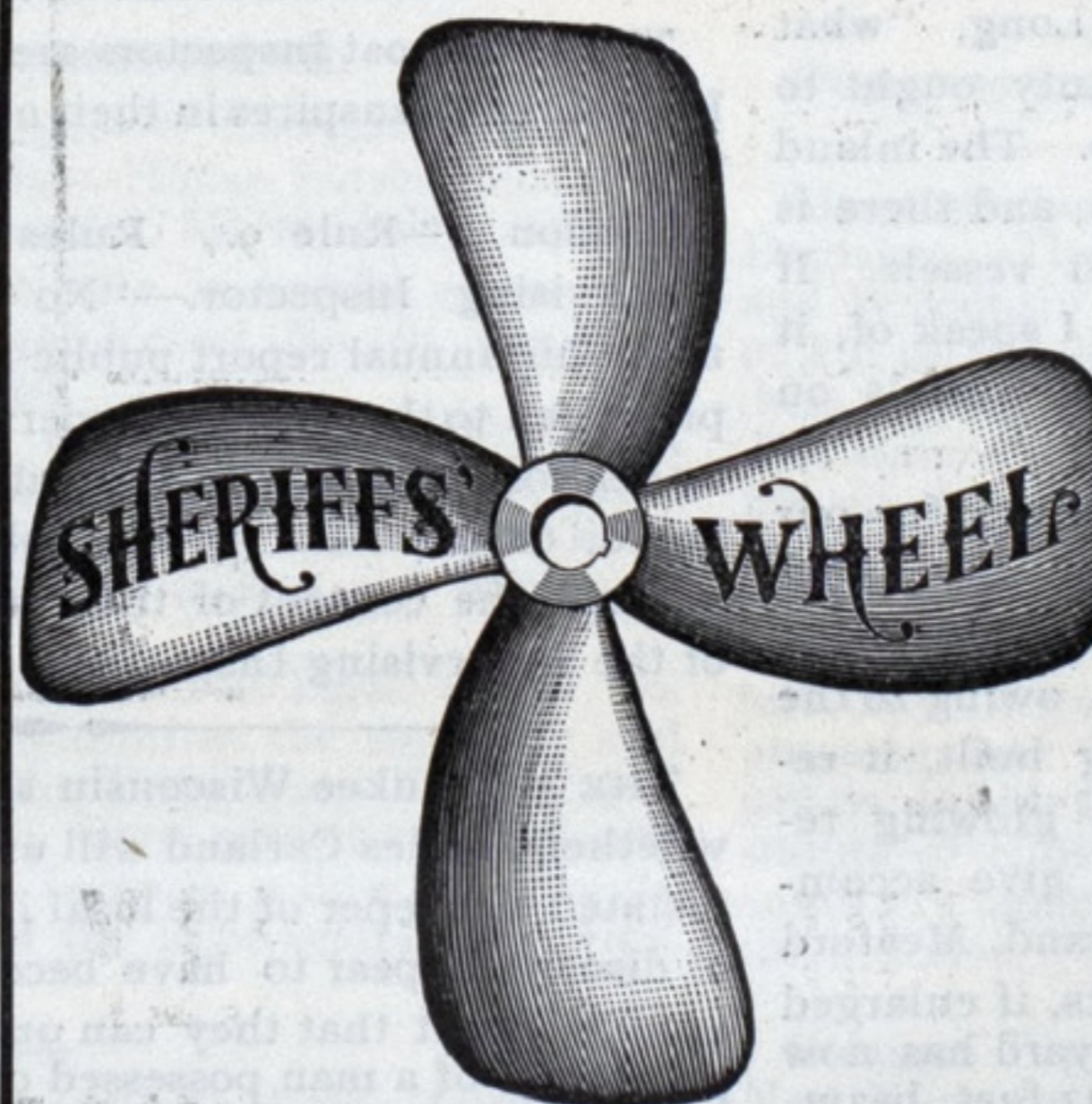
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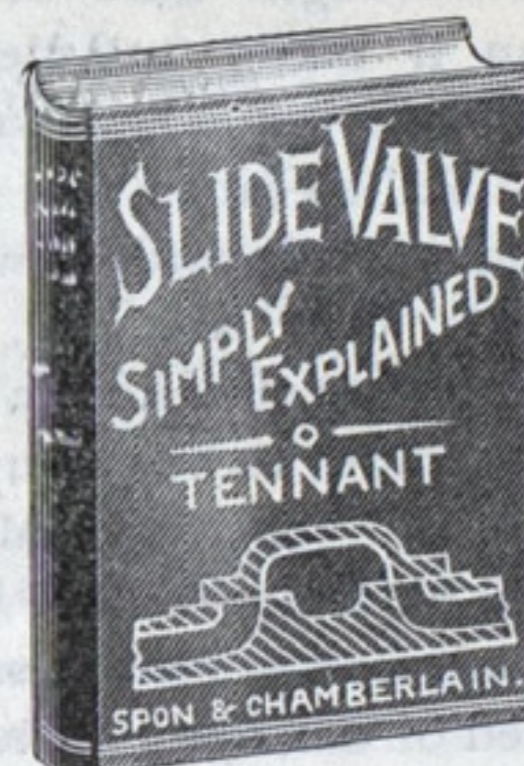
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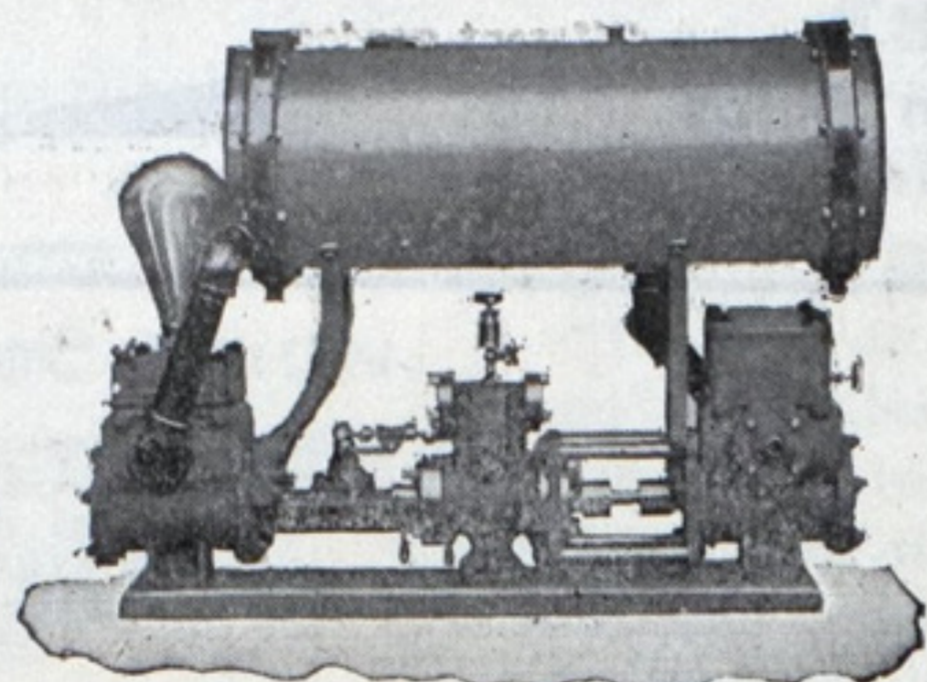
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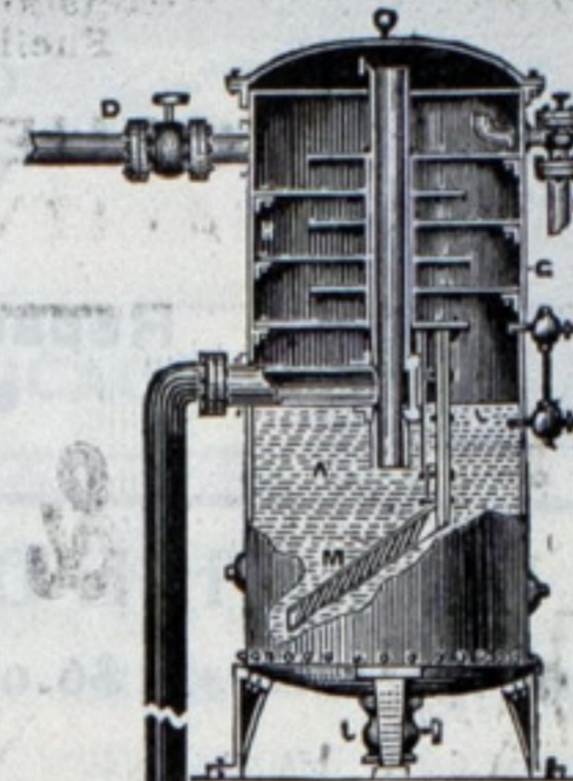
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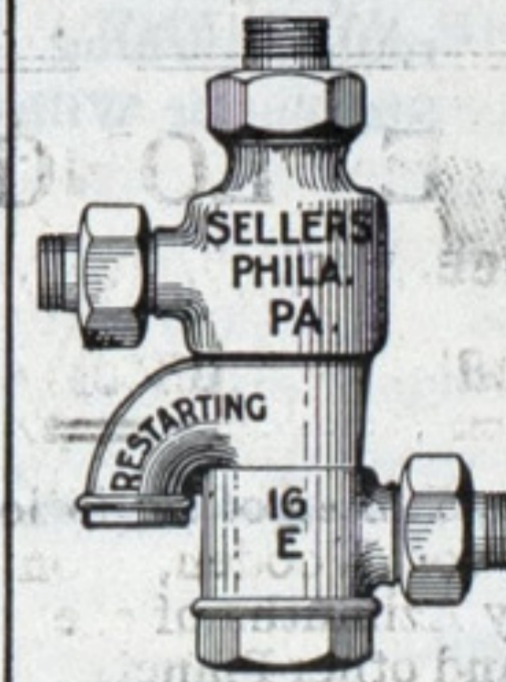


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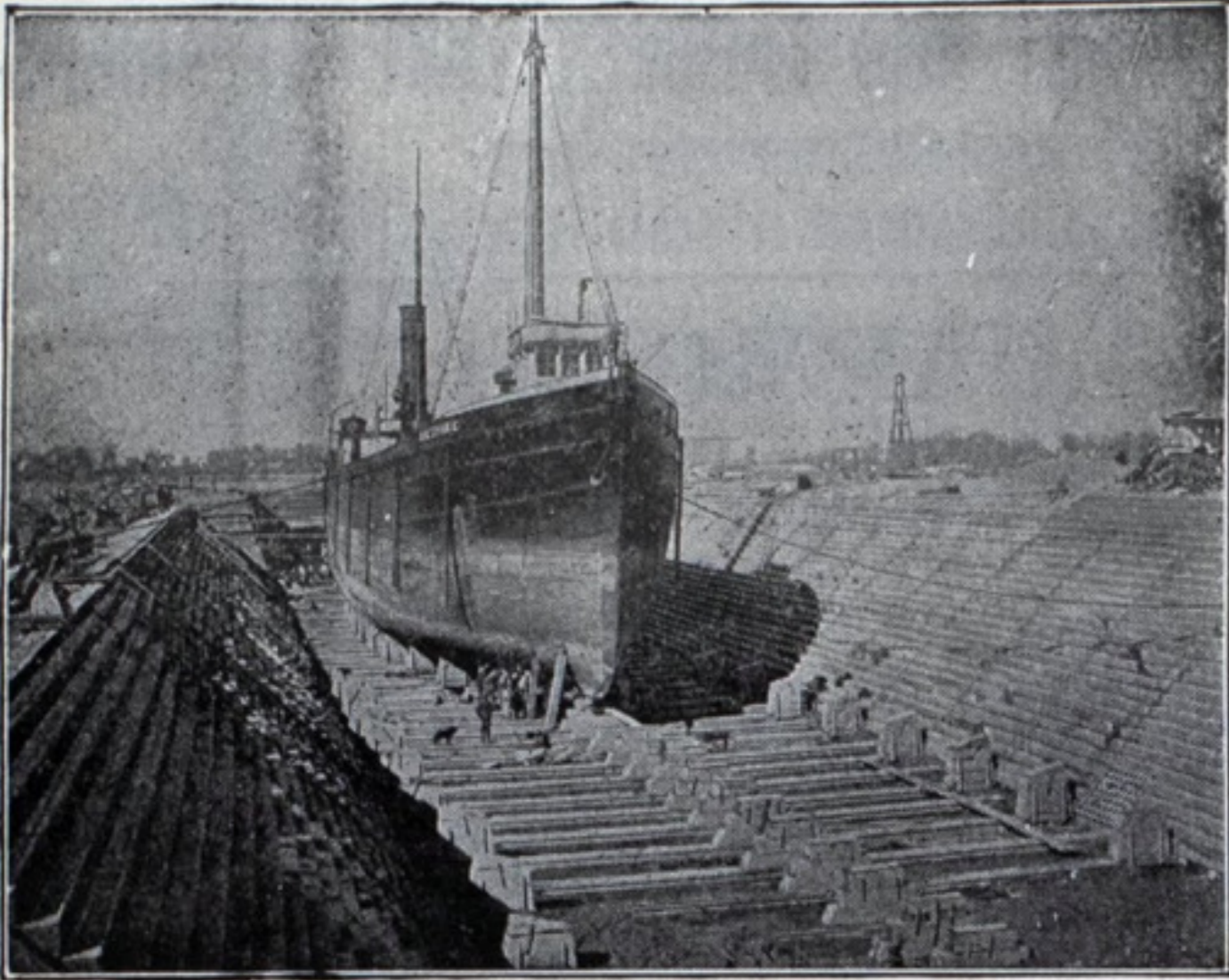
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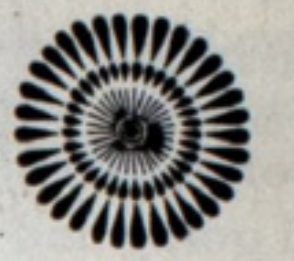
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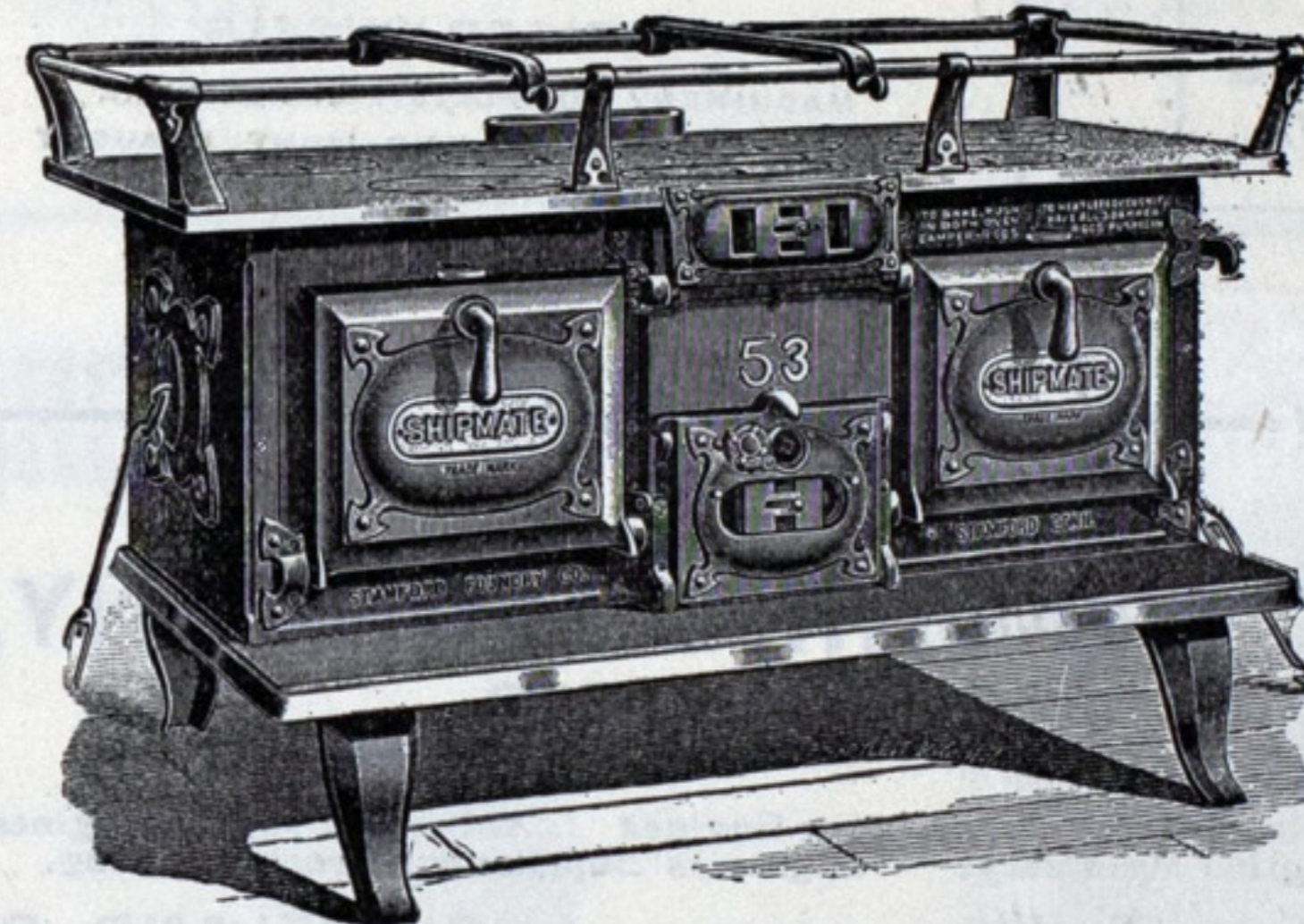
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